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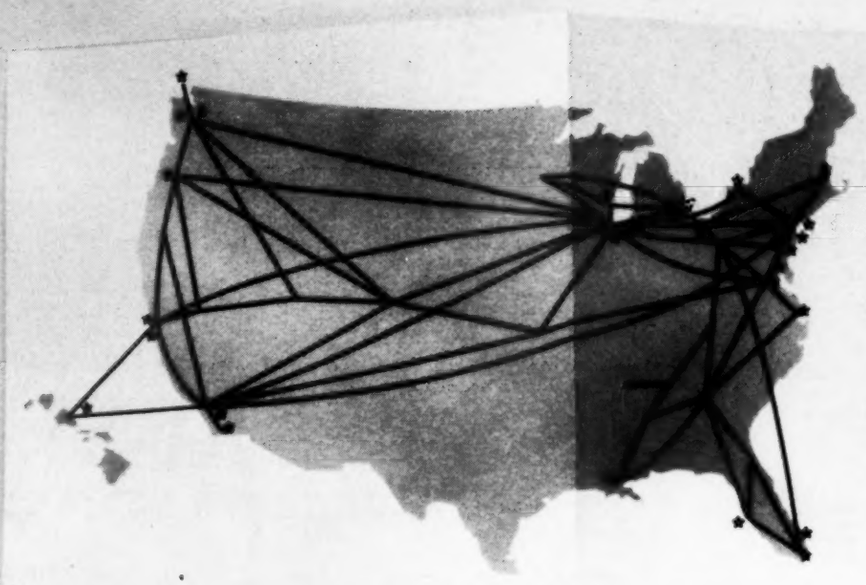
AIR CARGO

the magazine of air marketing and distribution



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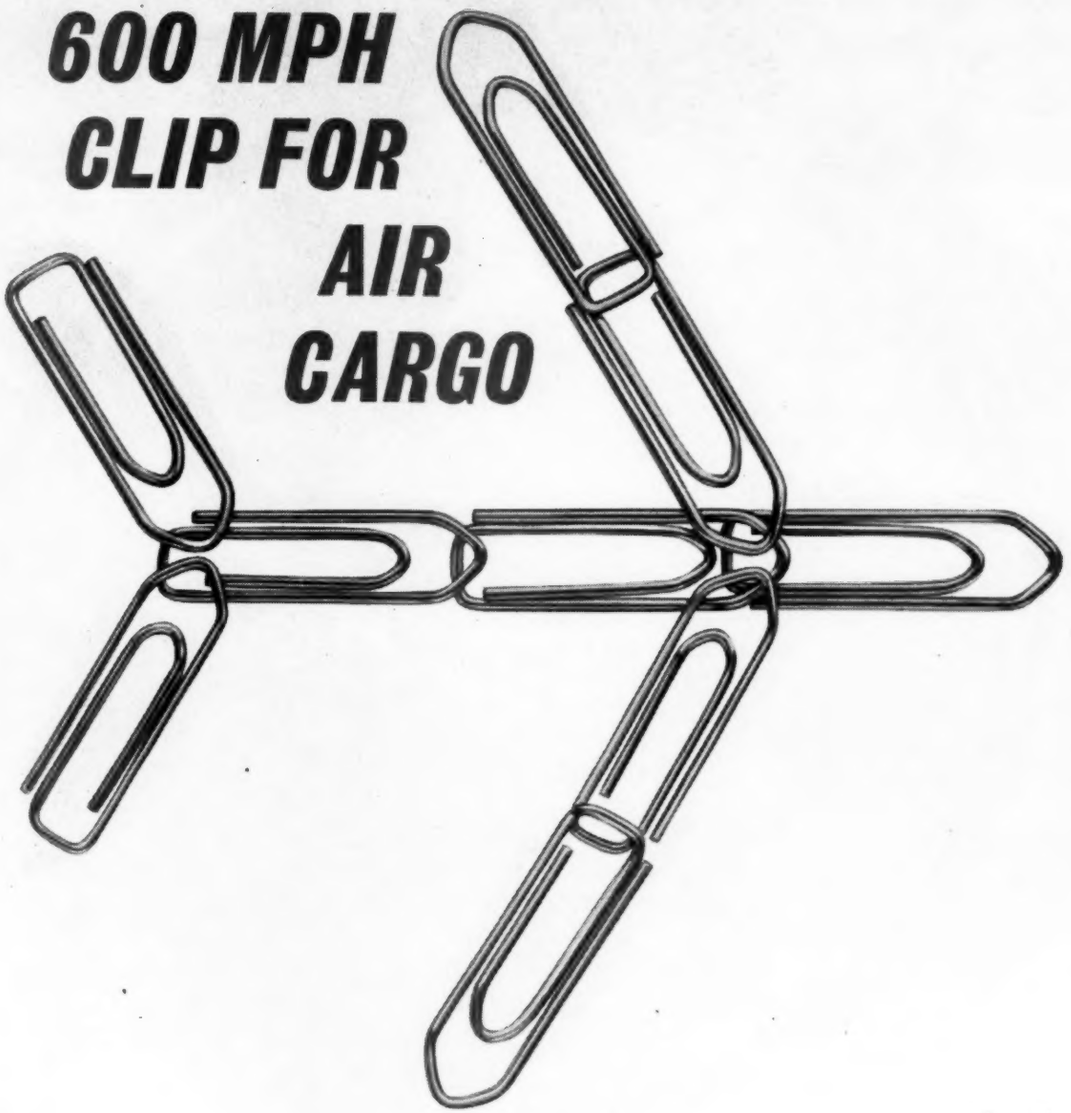

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AIR CARGO

the magazine of air marketing and distribution

an American Aviation Publication

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AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected tables of carrier acceptance of live animals and unusual shipments.

Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change. Periodically a Part III is issued containing AIRIMP-CARGO.

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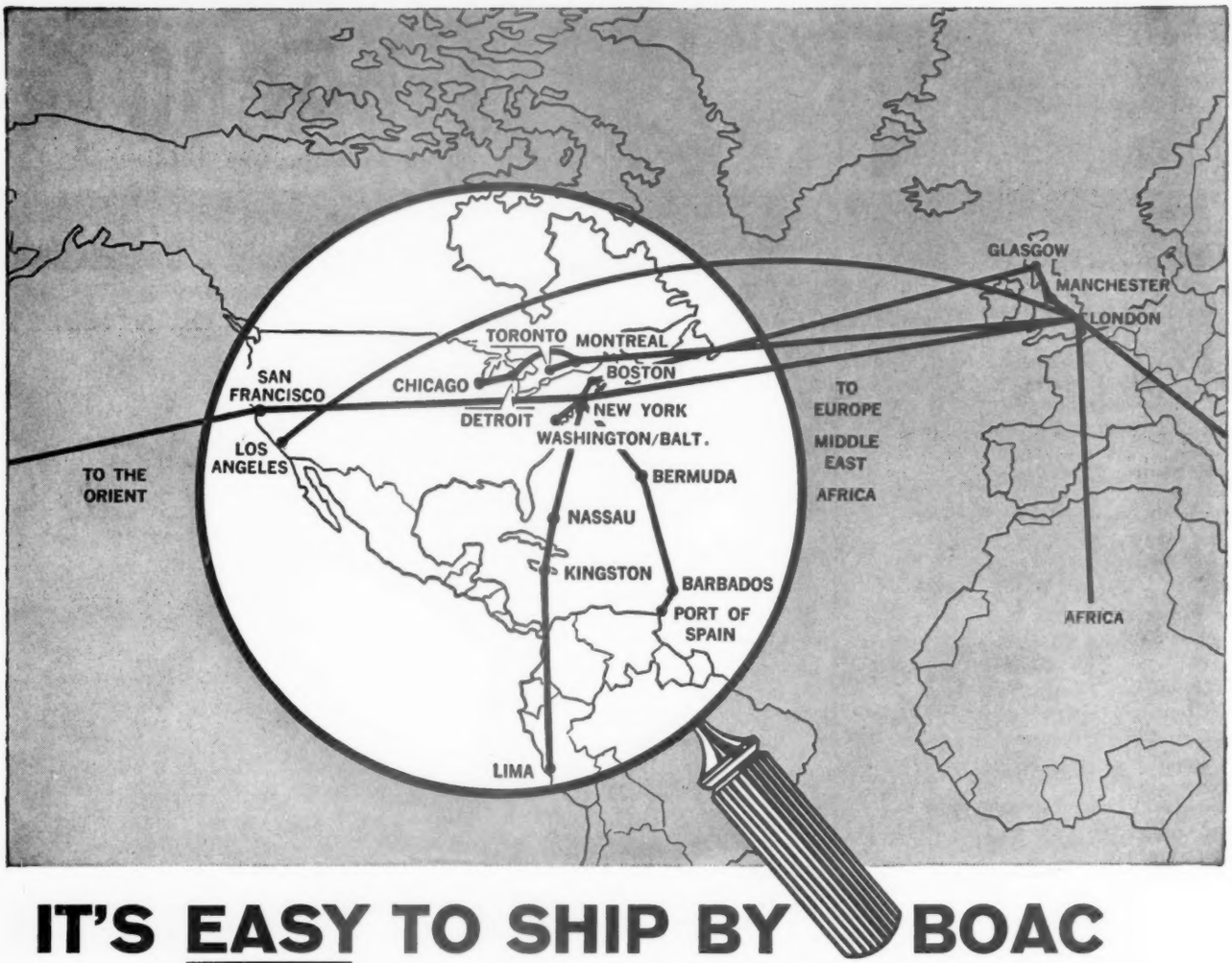

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EDITORIAL

Mr. CAB, Meet Mr. ICC, Again

A RECENT DECISION of the Interstate Commerce Commission is liable to introduce a certain amount of panic among some air freight forwarders and pose a problem or two for the Civil Aeronautics Board which can best be solved by conferences between the two regulatory agencies.

The decision stemmed from an application of the Panther Cartage Co., Cleveland, Ohio, for permission to perform air freight trucking services in a large area in and around Cleveland, and between Cleveland's airport and Akron, Columbus, and Dayton.

Panther had been performing pick up and delivery service for Emery Air Freight, an authorized air freight forwarder, and had done some contract trucking for Emery from the Cleveland airport to Akron, Dayton, and Columbus.

A representative of the Commission's staff expressed doubt as to the legality of the operation, so Panther applied for the necessary authorization. The Case is labeled Panther Cartage Co., Extension—Air Freight No. MC-21120 (Sub-No. 1).

The Commission studied the case for two years. On October 16, the Commission's ruling was released. Panther's pick up and delivery operations for Emery were "incidental to air," and as such were no problem—"if such pick up and delivery points are not beyond the limits of the terminal area established by the air carrier which performs the air portion of the line-haul transportation."

If, the Commission continued, the truck operation extends beyond the terminal area of the airline, "such operations will be considered to be line haul motor operations even though conducted to points named in the air freight forwarder's tariff."

Thus, it appears that forwarders efforts before the Civil Aeronautics Board to extend air freight pick up and delivery limits are all but wasted. Unless the Commission's decision is changed, air freight forwarders will be limited to pick up and delivery areas established in the tariffs of the direct air carriers.

While the ICC was examining the issues, another interesting point came up. The ICC put it this way: We note that Emery concedes it has been using the services of a motor common carrier between the Cleveland airport and points beyond the terminal area established by the airlines . . . this makes Emery a forwarder . . . subject to the ICC's regulations governing forwarders.

"Our records," the opinion reads, "fail to disclose that Emery holds a permit authorizing operations as a freight forwarder or that it has ever applied for such authority. It is admonished that any employment of motor carrier service beyond the terminal areas of airlines which perform the line haul portions of shipments moving under Emery's bills of lading is unlawful unless it obtains authority from this Commission to operate as a freight forwarder."

Now, the CAB has a problem. Not too long ago, the Board decided it wanted as air freight forwarders firms whose primary interest was in the development of air freight. If Emery applies for, and receives authority as, a surface freight forwarder, how active can it be in this field without offending the Board?

While Emery is the case in point, it will not be the only forwarder affected by the ICC decision.

The timing of the Commission's ruling is also important. Pending before the Commission is an investigation to determine what is appropriate as a terminal area for air freight pick up and delivery. A similar question is before the Civil Aeronautics Board (Docket No. 12951).

Thus it would appear appropriate for the Civil Aeronautics Board and the Interstate Commerce Commission to form a joint body to resolve the questions which are common to both regulatory agencies.

Admittedly, this may take some time. It would be time well spent, if it will eliminate the conflicts which are bound to arise if each agency goes it alone. Meanwhile, the air carriers, both direct and indirect, can operate pretty well under the guidelines set up in 1947, the last time there were joint conferences on pick up and delivery. ■

Wallace I. Longstreth

Attention all shippers

Suddenly, air cargo worries are over— KLM introduces the world's first time of arrival guarantee underwritten by an independent insurance company

Today, you can use a remarkable new air cargo service called TAG —short for time of arrival guarantee. For the first time, a guarantee *insures* you against delays in arrival.

TAG is possible only because KLM has the sort of on-time delivery record that makes insurance feasible. Now, read how TAG works.

DELAYS in air cargo deliveries can be costly. They may even wipe out the economies you gain in the first place when you send freight by air.

Now, you need have no more worries about delayed air cargo. The answer is a *completely new* service called TAG —short for time of arrival guarantee.

Unique type of insurance

TAG *insures* you against delays in the arrival of shipments. It is underwritten by a new, unique type of insurance.

Briefly, if your shipment is not available to the consignee within 24 hours of the scheduled arrival time, the underwriter will reimburse an amount up to the cost of transportation charges.

TAG label identifies shipments with a time arrival guarantee. Independent underwriter insures these shipments against delays in arrival.

Leading New York underwriter

Here is another unusual feature about TAG. Your insurance contract is made directly with an independent underwriter. Not with KLM.

The underwriting of TAG shipments is handled entirely by the Commerce and Industry Insurance Company of New York. The premium you pay is only 1 per cent of the total freight charges, with a $1.00 minimum when you place your shipping order.

Examples of TAG charges
Transatlantic General Commodities

Origin	Destination	Weight	Frt. Chgs.	TAG Chgs.
Detroit	London	255 lbs.	$137.70	$1.38
New York	Paris	56 lbs.	$ 60.48	$1.00
Seattle	Amsterdam	1200 lbs.	$648.00	$6.48

You can get TAG insurance for shipments to 19 countries in Europe *from any point in the USA.*

How to get TAG insurance

To apply for TAG insurance, you simply fill out a standard form and send it along with each shipment. No time-wasting paper work.

Insurance coverage takes effect as soon as the shipment reaches the first direct carrier. Ends when the cargo gets to the airport of destination.

NOTE: *All* KLM cargo is handled promptly. And expertly. *In fact, what makes TAG insurance possible is KLM's amazing record for on-time deliveries.* And its unmatched experience as the world's leading carrier of air cargo for more than forty years.

How to learn more about TAG

For more information, ask your KLM district freight office to send you leaflets explaining how TAG works, and sample application forms with conditions of insurance.

Memo to shippers sending freight to destinations other than Europe

KLM's world-wide network can fly your freight to more than a hundred cities in 68 countries. Wherever you send your cargo, KLM will take great care to have it unloaded by expert handlers. And delivered *on time.*

For special shipments, you can charter a KLM aircraft—and have it flown to any destination.

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TRENDS

A proposal to shorten the time involved in the transfer of shipments between air carriers at international airports is being studied by the U.S. Bureau of Customs. Customs is expected to act before the end of the year. If adopted, inbound international shipments would not have to clear customs until arrival at the nearest port of entry to the ultimate U.S. destination. Transfer of shipments from one carrier to another would be accomplished without additional papers being prepared.

Even though the proposal offers only limited benefits, some air freight observers believe the proposal will be adopted and that it will be the first step toward overcoming the customs snarl at many U.S. points of entry.

Shiplines are worried that the European Common Market will help airlines make further inroads on transatlantic shipping. Airlines, more and more are hauling high valued items and some which are not so high valued, but subject to minimum charges. The Common Market idea is expected to modernize production techniques and marketing philosophies and will require much more use of air freight.

Door-to-door rates of Delta Air Lines are attracting favorable comments from shippers. The next step probably will be door-to-door rates from which pick-up or delivery charges can be subtracted when a shipper provides his own pick up or delivery. W. T. C. Air Freight, a large, West Coast-based air freight forwarder, is already doing this in a memo tariff which provides rates by states. Except for major traffic generating centers, W.T.C.'s tariff provides one rate level for each state. Thus, from Los Angeles to anywhere in Alabama except Birmingham, one rate applies. Birmingham has a special set of rates.

Freight rate shuffling is still going on at a good rate. Latest maneuver is a request by American Airlines for the Civil Aeronautics Board to postpone the effectiveness of The Flying Tigers new class rates. AA points out that the Tiger rates were predicated on CL-44 operations, and that the use of CL-44s has been postponed for an indefinite period.

CAB has displayed no reluctance to suspend new low rates for westbound traffic. Eastbound, new rates are about the same as permitted under exemptions to the Minimum Rate Orders. Most proposals for eastbound rates have been allowed to go into effect.

Another role for air freight forwarders is being developed by some concerns planning nationwide distribution of products via air freight, particularly when the number of cities involved is great. Rather than deal with a number of airlines individually on rates and services, the shippers are enlisting forwarder help to do the negotiating.

A new, semi-disposable container is being tested by American Airlines. Costing approximately $3 apiece, the containers can be used on any aircraft operated by American. The airline figures the containers will last for at least 10 trips. This makes the cost per trip per container, 30¢—a small price to pay for a device which consolidates small shipments into a single unit. Air Express will use some of AA's containers for consolidating small air express shipments which are scheduled to move over the routes of AA.

NEWS

New Curtis Plant Geared To Air Shipping

A confirmed air freight shipper, Curtis Industries of Cleveland, Ohio has moved to a new plant at Eastlake, Ohio, just outside Cleveland. Curtis is one of the country's largest distributors of small automotive replacement parts, industrial and other fasteners and hardware specialties. The firm also manufactures and distributes key blanks and key cutting machines.

Progressive management at Curtis has made sure that facilities in the new plant will provide the latest advances in mechanization to take greater advantage of the possibilities of air distribution.

The latest conveyor units reduce handling time and carry newly picked orders to packaging and weighing stations. The new building even includes a special U.S. Post Office "manning unit" to expedite handling of air freight and parcel post shipments directly to about 80,000 outlets.

How did Curtis become so air minded? The firm simply found that it could answer three simple questions affirmatively.

1. Will there be greater profits by air shipping?
2. Is it the most economical and expeditious method for moving our products to customers?
3. Will air cargo improve sales effectiveness by increasing sales volume without increasing selling expense?

These questions were faced squarely by Curtis in 1955. In that year, Curtis invited consultants of American Airlines to make a study of its distribution problems. Everything checked out. Air freight seemed the logical answer and it was. By June of that year, Curtis had closed its warehouse in Oakland, Calif. and was shipping all of its products to 11 western states by air. Previously, the units had moved from Cleveland to the West Coast warehouse by truck.

The system which evolved in 1955 is still used successfully today. Curtis simply relays shipments by air to five strategically located mailing points.

From these far western relay points, the shipments are moved by parcel post to customers in an 11 state area.

Since all of these shipments move to final destination via parcel post at the minimum rate, Curtis, which traditionally "pays the freight" on all of its business, saves money in the bargain.

The air lift has been enabling Curtis to make delivery anywhere within a 150 mile radius of these five far-western points on the third day after an order reaches the Eastlake headquarters.

Air shipments have been averaging over 300 a day. With the increased use of air, the firm estimates that the inventory level is about 10% to 15% lower than if surface transportation were still used.

Currently the Curtis inventory is running between $750,000 and $800,000. Closer inventory control has reduced the number of back orders to a minimum.

Customers seem delighted with the air-parcel post set up. Curtis claims this is particularly true of special order business where "the speed of delivery verges on the dramatic."

Air freight expenditures have averaged approximately $8.90 for every $100-worth of merchandise shipped in this way. This is significant when revealed in the light that the value of merchandise shipped by air freight is approximately 12% of the company's total sales.

New Los Angeles Terminal Occupied By WTC

WTC Air Freight has moved into a sleek modern air freight terminal at Los Angeles International Airport. Located immediately adjacent to the airline air freight complex, the building will be occupied by both the general office and local station personnel of the Los Angeles based air freight forwarder.

The new facility was specifically designed to speed the flow of air freight. The loading dock, at truck bed height, has spots for 30 vehicles in addition to on-off ramps for airline tractors and towed carts.

Inside the building, a free-flow conveyor system directs large shipments to the airlines; smaller consignments are placed in wheeled containers, providing what WTC terms "a completely integrated system."

WTC stresses location as another dominant feature of the new terminal. Its proximity to the air freight terminal of the airlines, WTC says, expedites transfer of shipments to and from the airlines, providing customers with still later cut-off times and earlier deliveries.

The $350,000 terminal rests on a plot measuring 30,000 square feet. Its 12,000 sq. ft. are broken into 2000 for office and 10,000 for warehouse space.

Riddle Plans Cargo Center At Miami International

Two hangars and an office building at Miami International Airport, formerly occupied by the U.S. Air Force, have been taken over by Riddle Airlines with a view toward establishing a world-wide air cargo center.

Riddle claims the move will enable it "to establish the most modern, the largest and completely automated air freight terminal in the U.S., and will make Miami a world airlift hub for cargo."

Riddle's executive offices and maintenance base will be housed in the cargo center. Space will be leased to other firms interested in international trade and transportation.

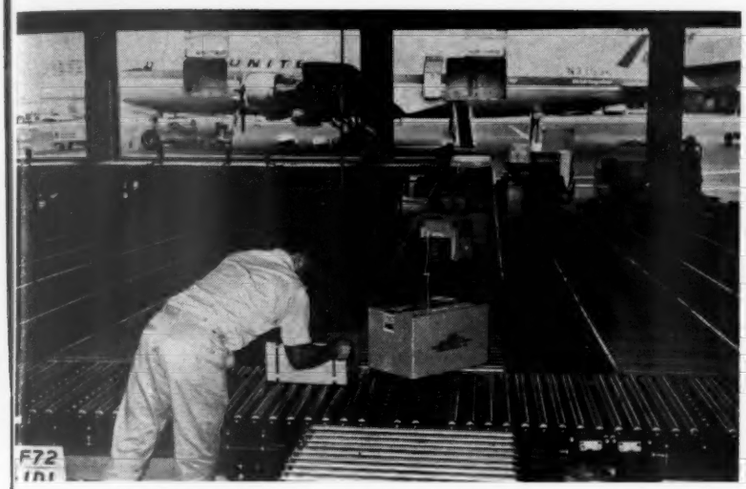
The Riddle office building will have 50,800 square feet available for office space.

The two hangars cover an area of 16 acres.

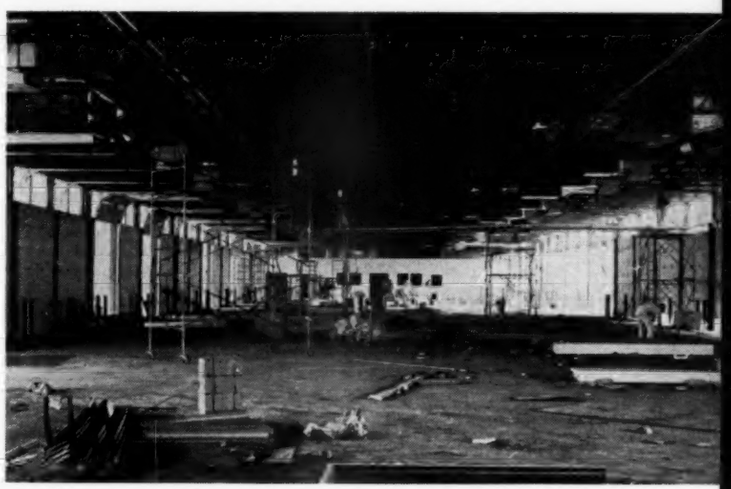
Now under study are various automated cargo handling systems. Riddle promised that the Miami installation would be designed to assure the most expeditious cargo handling possible. "Thus will follow greater utilization of aircraft and significant reductions in operating costs," the carrier said.

UAL Features Conveyors At L. A. Freight Terminal

A highly mechanized conveyor system is the most important feature of United Air Line's new freight terminal at Los Angeles International Airport. Manufactured by the Rapids-Standard Co., of Grand Rapids, the Rapistan conveyor system consists of 26 flow lines, power conveyors. UAL says the new system has cut the freight loading and unloading process in better than half the former time.



Incoming freight at completed L.A. terminal can be transferred to other UAL aircraft without leaving conveyors.



Similar set up will be soon functioning in UAL freight facilities nearing completion at Chicago O'Hare Field.

At UAL's new terminal, outgoing freight is unloaded and a preliminary sort made right on the truck dock. Then the conveyors come into play and route the freight directly to the loading door. The freight makes the final lap to the aircraft in cart trains.

The process is reversed for inbound freight. Local Los Angeles shipments go direct to the docks. Freight for other cities on the UAL system is transferred to the appropriate flow line on the conveyor.

Operating technique for the new UAL freight system was designed by E. C. Mitchell, the airline's superintendent of cargo relations, and Stuart R. Wallace, facilities planning manager, at United's Denver operating base.

Detroit Firm Begins Study Of Cargo Handling Systems

A drive to speed development and manufacture of air cargo handling systems has been launched by Brooks & Perkins, Inc., a Detroit engineering firm.

In a four pronged approach, the firm will: (1) develop standard and special cargo handling equipment to military and/or commercial requirements; (2) disseminate technical information to prospective users; (3) serve as liaison between government agencies and private companies on technical requirements for cargo handling; and (4) coordinate internal technical problems.

Responsibility for the expedited program will rest with Leslie Mollon who has been named program manager, cargo handling systems. Before joining Brooks and Perkins, Mollon was a design engineer for Fisher Body Division of the General Motors Corp.

Commenting on the new program, Dr. Stuart T. Ross, B&P's vice president, research and engineering said: "Air cargo handling is becoming increasingly important. All cargo carriers are investigating, looking for a system that will cut ground and handling time and improve handling ease and economy."

Trinidad Government Buys BWIA From BOAC

British West Indian Airways has been sold to the Trinidad government by British Overseas Airways Corp. Price of the BOAC subsidiary included the sale of buildings in Trinidad and on other islands. BOAC will retain ownership of all property in Jamaica, in addition to a 10% shareholding interest and a seat on the Board of directors of the West Indian airline.

In announcing the transaction, Sir Matthew Slattery, BOAC's chairman, said: "I am delighted at the outcome of these negotiations and particularly that BOAC is to remain associated with the West Indian airline. The agreement was reached with the greatest friendliness on both sides."

Board Proposes Rule To Speed Appeal Process

A proposal to speed up appeals from initial or recommended examiner's decisions has been advanced by the Civil Aeronautics Board in a notice of proposed rule making.

Under the amended rule, appellants would have to rely solely on briefs to the Board to state objections to initial decisions. CAB explained that many parties have relied both on exceptions and briefs to set forth their positions, while arguing some phases only in their exceptions to the decision.

Board would change this by not considering the exceptions in passing on an appeal.

Exceptions to final decisions would also be affected by the Board proposal. CAB offered a "proposed rule" and an "alternative rule" which might affect Board decisions.

The "proposed rule" would specify that exceptions must set forth and identify "every finding or statement of fact, law or policy (or lack thereof) which the appellant intends to make the subject of an objection on brief."

The "alternative rule" would require exceptions to state only "the ultimate conclusion or conclusions" with which the appellant disagrees and intends to attack on brief. The time for filing exceptions to final decisions would be reduced from 10 days to seven days after a decision was issued.

ICC Launches Own Study Of PU&D Area

Controversy still rages on the question of what should be the authorized terminal area for pick-up and delivery in connection with air freight. Action was still pending on the Civil Aeronautics Board's proposal to enlarge the area to 50 miles from city centers as AIR CARGO went to press.

Interstate Commerce Commission has also entered the picture. Last month the surface Agency launched its own proceeding (Docket MC-C-3437) to find out what should be the terminal area incidental to air transportation. Interested parties have already filed their views with ICC.

The question that now has the air freight circles guessing is whether CAB will issue a final order, before ICC announces its findings.

BEA Low Fare Flights Subsidized By Cargo

Reversing the usual procedure, freight is usurping passenger space on a number of British European Airway Vanguard and Viscount flights. The flights are certain low fare

schedules run at off-peak hours by BEA on the London-Glasgow-Edinburgh, and London-Belfast routes.

These flights, which depart all four points shortly before midnight, place the emphasis on mail, newspapers and other freight. Passenger loads are deliberately restricted.

The Vanguard aircraft have been averaging three tons of mail and two and a half tons of newspapers each night. As a result, London newspaper deliveries to Scotland and Northern Ireland, normally surface transported, have been speeded up by several hours. The late London editions are now on Scottish and Northern Irish breakfast tables for the same price per copy as in London.

The British Post Office estimates that about 41 million letters a year will be delivered up to 24 hours earlier in England, Scotland, and Northern Ireland as a result of the new BEA night cargo service.

Reappraisal Of Bilaterals Urged By Boyd

A new look at U.S. policy concerning foreign bilateral air agreements has been called for by Civil Aeronautics Board Chairman Alan S. Boyd. In a speech before the Commonwealth Club of California, Boyd charged that "several Western European carriers and at least one Asian carrier are offering many more services to the U.S. than are justified by their rightful share of the total traffic under the Bermuda type agreements."

He said that while U.S. carriers are managing to hold on to a large percentage of their primary justification traffic, "heavy inroads are being made into it improperly in my view." The situation is becoming increasingly serious, notably with the augmentation of large jet services over the Atlantic, he said.

"Despite capacity discussions with several foreign governments," Boyd added, "we have not been able to convince them of the propriety of our arguments and the impropriety of their carriers' excessive services." In Latin America and elsewhere, Boyd said, "some governments are trying to restrict the number of services offered by U.S. carriers despite the fact that they can be justified by indisputable third and fourth freedom traffic statistics."

Third freedom traffic originates in the U.S. Fourth freedom traffic terminates in this country.

While the vast percentage of the U.S. carriers business is third and fourth freedom traffic, "the same simply cannot be said for a number of foreign airlines operating to this country, which makes for wasteful and uneconomical competition contrary to the bilaterals," Boyd said.

The U.S. stands ready to review the capacity offered by its flag carriers and is prepared to assure that it will not exceed the amount "envisaged in our agreements," he said. Nevertheless, "as time goes on, as more new countries bring more new carriers into world markets, and as existing countries expand their services with modern jets," the problems they produce become more and more aggravated, Boyd warned.

Norristown Air Nite Draws Record Crowd

International and domestic airlines joined forces to make the 1961 "Air Nite" at the Norristown, Pa., Traffic Club an outstanding success.

Prior to the dinner meeting, a record turn-out of over 300 attended a reception sponsored by 15 airlines. The lobby of the Valley Forge Hotel, dotted with individual booths sponsored by each airline, took on a carnival air. Female airline employees dressed in native costume served beverages or delicacies from the countries represented by each carrier.

Frank Conway, featured "Air Nite" speaker addresses the record turn out.

Air cargo held the center of the stage at the more formal dinner meeting. Guest speaker Frank Conway, manager of cargo sales for United Air Lines, stressed the role of distribution in air freight. "The potential of increased use of air is greater than you realize," he told the assembled traffic executives.

Conway described the traffic manager who is a potential air freight customer as one to whom "time has an economic value." He spelled out other ingredients as need and opportunity. These must be fulfilled by air cargo, he said.

U.S. Firms Fly Clothing To Caribbean For Finishing

There is an air cargo clothing boom on in the Caribbean area. U.S. mainland maufacturers are finding that it pays to air freight material to islands in the Caribbean where labor is cheap. Finished products are returned the same way.

Here are a few of the developments as reported by Pan American World Airways.

A Miami manufacturer cuts dresses in Miami and sends them by air to San Juan for sewing. On the return trip, they are dropped off in Haiti for embroidery embellishments before returning to Miami for distribution.

Maidenform sends huge quantities of cut cloth from New York to Port of Spain, Trinidad, where it is formed into brassieres, packaged and returned to New York. Some quantities are air shipped direct from Trinidad to Central American markets.

Bayliss Brothers of Cincinnati is partial to Barbados. The firm sends ladies underwear, dresses and play clothes to this island for embroidery work.

Delight Form undergarments and Peter Pan brassieres make the air round trip to Kingston, Jamaica.

The island of Jamaica is also prefered by Wellco Shoes of Waynesville, N.C. This firm ships in about 100 tons of leather and findings monthly and returns them by air.

Japan Inks Air Pact With Pakistan And Italy

Japan has signed an air bilateral aggreement with Pakistan and initialed one with Italy to pave the way for a Japan Air Lines' route between Tokyo and Rome. Intermediate stops would be made at Karachi and Cairo. Still to be concluded is an agreement with Egypt.

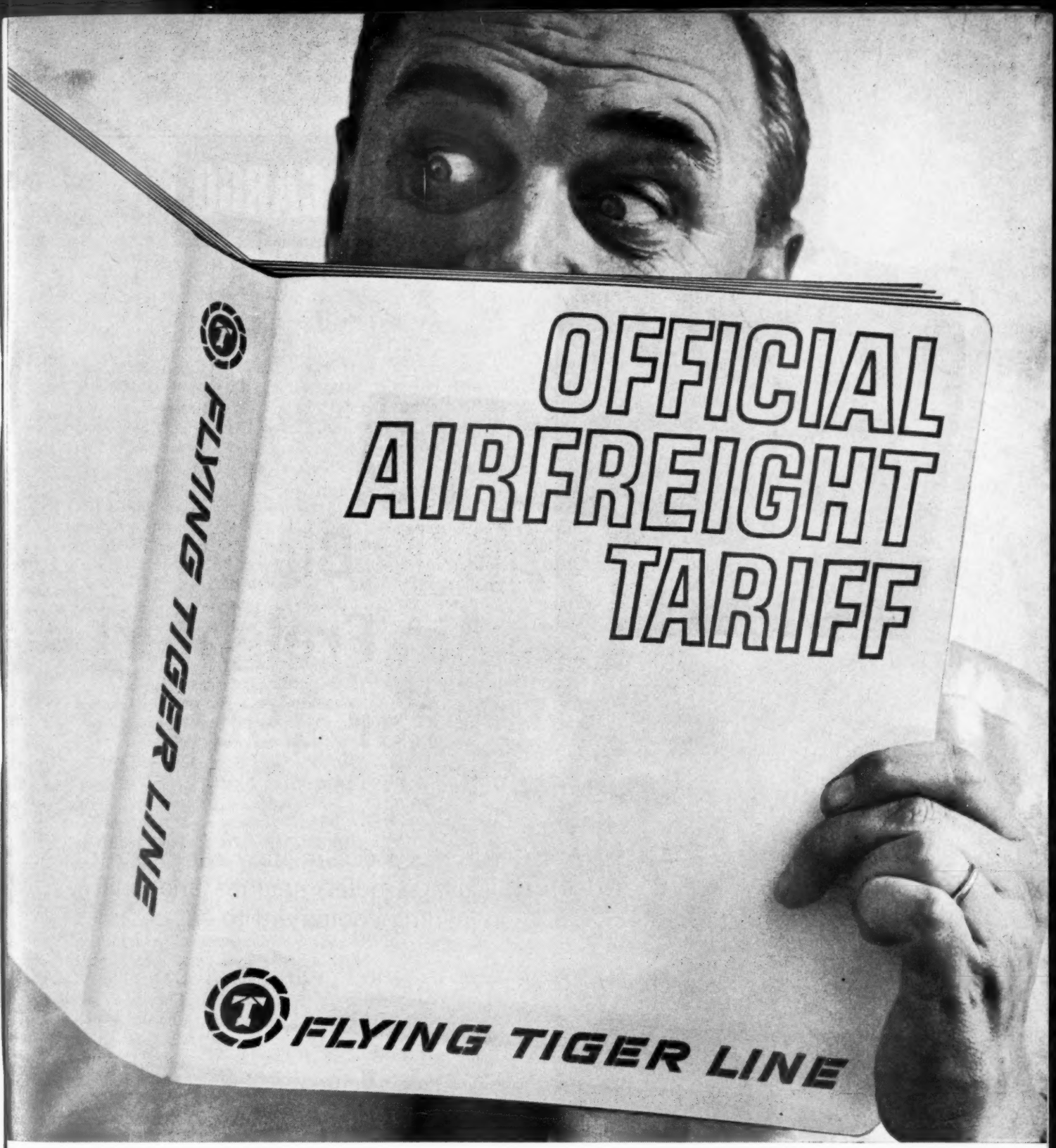
JAL would like to start service over the route by June, 1962 with Convair 880 jets.

Slice Of Caribbair Stock Bought By Trans-Caribbean

A large block of stock in Caribbean Atlantic Airways has been purchased by the Transportation Corporation of America. The purchase represents 15,-300 shares, or 16.8% of the carrier's common stock.

Caribbean Atlantic, also known as Caribbair, operates routes between the Virgin Islands and San Juan; San Maarten, and the Dominican Republic.

TCA's airline division, Trans Caribbean Airways, flys between New York and San Juan.



The ink's still wet

This is the brand new Flying Tiger Tariff. It lists a new Tiger rate for everything and anything shippable. Some rates have been reduced as much as 37%. Many are competitive with surface rates! Based on class or specific commodity rates, the new Tariff offers you the most sensible and most complete rate structure in the airfreight industry. And only Tigers have it! No matter how, where or what you ship or receive, the new Tiger Tariff could be your most important guide. Find out. Call or write the Airfreight Specialist at your nearest Flying Tiger office. And be sure to ask about Tigers' specific commodity rates for volume shipments.

AIR CARGO

DECEMBER, 1961 Vol. 5 No. 12

Big Air Freighter For 1965

Lockheed's civil-military cargo plane will use turbofan engines and built-in loading equipment to cut costs.

Viewed from the ramp at the after end, the huge cargo hold of the C-141 mock-up dwarfs the three men examining the reversible plate in the deck.

MARIETTA, GEORGIA

AN AIR FREIGHTER which will carry more than 80,000 pounds of cargo nonstop between the east and west coast of the United States is being built by Lockheed-Georgia Division. This freighter, the L-300, will make the coast-to-coast flight in both directions in one night, and will assure first morning delivery at both coasts.

Technological progress, so often the product of military necessity, is much in evidence in the new freighter. With four turbofan engines, the big plane will cruise from 506 to 550 miles an hour. When ready for the military, the big plane, C-141 for the military, will also have a certificate for commercial operations.

The plane will have one outstanding characteristic that most new planes do not have. It will be a plane composed of off-the-shelf items or state-of-the-art components. This means that an operational C-141 will be easy to maintain. Special skills and parts will not be needed, beyond what is normally found in aircraft maintenance.

The C-141 will contain a number of things that the civil operator will not need. In the commercial version, such things as the military-strength floor (300 pounds per square inch load carrying capability) will be changed with a resultant increase in payload. The civil version will have a payload capacity at least 3600 pounds greater than the military.

The airplane, either civil or military, will be able to operate from sophisticated terminals or simple airports. The cargo hold will have a truck bed height floor and a ramp to serve the cargo hold as an integral part of the plane.

The truck bed height of the floor dictated a high wing for the airplane. Despite arguments to the contrary, Lockheed engineers at Marietta, Ga., say the high wing does not exact any aerodynamic penalty.

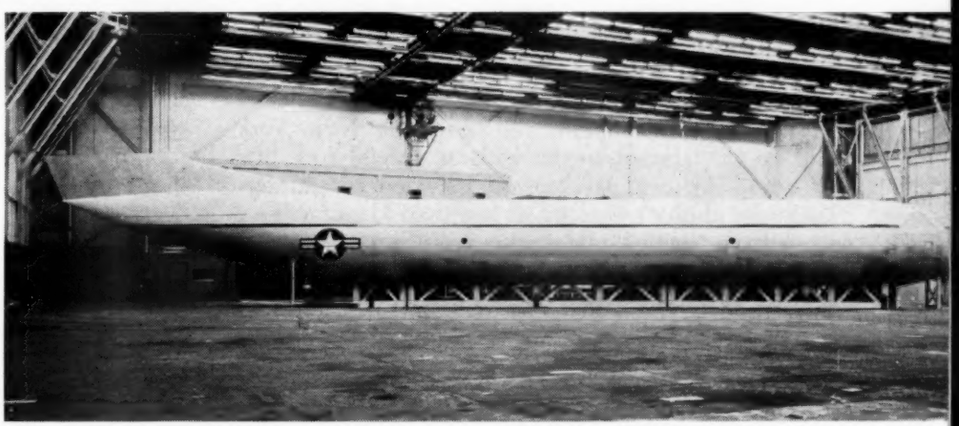
"Instead," says F. A. Cleveland, chief of advanced design engineering for Lockheed-Georgia, "the high wing grants some bonuses."

"For example, engines can be farther away from the ground and farther away from the wing. The greater the distance to the ground, the less ingestion. The greater the distance from the wing, the cleaner the wing," Cleveland pointed out.

"Further, with a high wing, the landing gear does not recess into the wings. Thus, landing loads are borne by those structures best able to take such loads. In a wheels up landing, the wheels tucked into the belly provide a healthy mass to absorb shock—a safety plus."

The big aerodynamic difference, Cleveland felt, was in the sweep of the wing when compared to present jet liners.

"After all, wings and bodies are tested separately in wind tunnels. Then it is a question of mating the two. Whether the wing goes on top or on the bottom makes little difference, aerodynamically, with the proper fairing. The amount of sweep is much more significant," he said.



The mock-up from the outside continues the note of bigness. The upswept tail houses the ramp, which is covered by petal doors to reduce drag.

The wing sweep on the C-141 is 25 degrees. On the Boeing 707, the sweep is 35 degrees. Cleveland explained that the higher cruise regimes of the passenger aircraft require the greater sweep in the wings. To a cargo plane, a half an hour reduction in trans-continental flight time is not worth the weight penalty nor the complexities that highly swept wings introduce.

At 506 miles an hour, the C-141 can make the New York-Los Angeles-New York trip in under five hours each way. Allowing an hour for turnaround, and some more time for adverse winds in both directions, such a flight could leave New York at 9 p.m. and return to New York the following morning before 9 a.m.

Lockheed is bullish on the plane's versatility when it comes to operating at airports. Primitive airports pose no problems. Lockheed's C-130 series aircraft proved that a built-in ramp solves a lot of problems. The term truck bed height is inexact. The ramp easily

Artist's concept of the C-141 in flight.

compensates whether the truck bed is 40-inches high or 60. In some cases, the C-130 has been unloaded without a truck or other materials handling help.

In the arctic, the C-130 has been unloaded by tying the cargo in the plane to a stake driven into the snow and then taxiing the plane away.

Lockheed recognizes that airlines do not operate under such primitive conditions, so the ability to unload cargo onto the ground gently will not sell planes to commercial operators. Lockheed does believe that this unlimited versatility will be an advantage to airlines when a plane is diverted from the more sophisticated terminals.

The C-141 (and the L-300) will have a ramp similar to the C-130. An L-300 scheduled into New York where a special air freight terminal was waiting could be diverted to Philadelphia, say, because of bad weather. In Philadelphia, the load for New York could be put aboard trucks without special fork lifts or loading devices. At stops in between coastal terminals, the ability to unload at less than ideal facilities will help a carrier maintain schedules and proper aircraft placement.

Lockheed estimates the L-300 will operate at 3.8¢ per ton mile for the transcontinental range. At 4000 miles, direct operating cost goes up 1/10th of a cent to 3.9¢ per ton mile. At 500 miles, the estimate is 4.4¢ per ton mile, DOC.

The new air freighter will be equipped with a mechanical loading system, in addition to the ramp. The clear cube of the cargo compartment is approximately 10 feet wide by 9 feet high by 70 feet long. An additional 8 feet of cargo space is available on the ramp.

With the 463L loading system of the military, the cargo compartment takes pallets 108 inches by 88 inches. In the civil version, Lockheed would prefer to use a slightly larger pallet—118 inches by 88—to utilize the 120-inch width of the cargo compartment.

For the floor of the cargo compartment, Lockheed will use a system of reversible roller plates. Sections of the cargo deck can be turned over. For cargo on pallets, the plate will be turned to expose rollers. For unpalletized cargo, the plates are turned to a flat surface and become part of the floor.

Precise figures on costs and handling systems are difficult for Lockheed to come by at this stage of the C-141 development. Some of the specifications are still to be completely settled. However, the Georgia Division has no doubt that the first flight will take place in November or December of 1963 and that the Air Force will have operational C-141s in mid-1965.

By that time, Lockheed believes that air freight in this country will have progressed—in volume and in the ability to handle large volumes—to the point where a plane of the capability of the L-300 can be used successfully. Deliveries of the L-300 can be made in 1966. ■

PERFORMANCE

Maximum cruise speed	*480 knots–550 mph*
Long range cruise speed	*440 knots–506 mph*
Aerial delivery drop speed	*115-200 knots*
Rate of climb (S. L., std. day) 4-engines, normal power at 315,000 pounds	*3,400 ft/min*
Take-off distance over 50 feet at 315,000 pounds (military)	*5,300 ft*
Landing distance from 50 feet at 257,500 pounds (military)	*3,500 ft*
Maximum range with 80,000 pound payload (military)	*3,430 n.m.*
Payload with maximum fuel (military)	*36,280 lb*
Range with maximum fuel and payload (military)	*5,570 n.m.*
Ferry Range (military)	*6,560 n.m.*
FAA take-off Field Length at 315,000 pounds (civil)	*6,000 ft*
FAA landing Field Length at 257,500 pounds (civil)	*6,250 ft*
Maximum range with 82,000 pound payload (civil domestic)	*3,450 n.m.*
Payload with maximum fuel (civil domestic)	*40,000 lb*
Range with maximum fuel and payload (civil domestic)	*5,800 n.m.*

AIRCRAFT CHARACTERISTICS

Dimensions

Length	*146.2 ft*
Height	*39.1 ft*
Wing span	*160.7 ft*
Wing area	*3,228 sq ft*
Wing sweep	*25°*

Weights

Max. take-off	*315,000 lb*
Max. landing	*257,500 lb*
Equipped weight empty (civil domestic)	*124,800 lb*
Equipped weight empty (military)	*129,310 lb*
Maximum payload	*93,000 lb*

Power Plant

Manufacturer	*Pratt & Whitney*
No. & model	*(4) TF 33-P-7*
Thrust rating	*21,000 lb*
Specific Fuel Consumption	*0.605*

Fuel System

Capacity	*23,080 U.S. Gallons*
*SPR rate**	*900 U.S. Gal/Min*
Jettison rate	*700 U.S. Gal/Min*

**Single Point Refueling*

Cargo Compartment

Length (including ramp)	*78.0 ft*
Height	*9.1 ft*
Width	*10.25 ft*

Cargo Capacity

Useful vol. (incl. ramp)	*7,156 cu ft*
Palletized volume (incl. ramp) (mil.)	*5,484 cu ft*
Number of pallets	*10*
Palletized volume (incl. ramp) (civil)	*5,996 cu ft*

Paratroop Doors

Number	*2*
Height	*6.0 ft*
Width	*3.0 ft*
Height from ground	*50 in.*

Personnel Capacity

Crew—active	*4*
Total provisions for	*7*
Troops (basic/max.)	*102/151*
Paratroops (basic/max.)	*100/119*
Litters plus 8 attendants	*80*

Main Loading Door

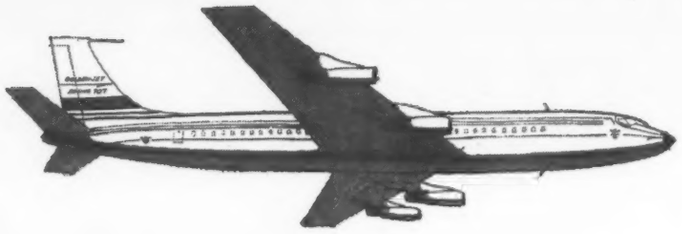
Height	*9.1 ft*
Width	*10.25 ft*
Height from ground	*50 in.*

Landing Gear

Dual wheel, NLG	
Four wheel bogey, MLG	
Tread MLG	*18.5 ft*
Wheel base	*53.0 ft*

For speed, space and dependability—choose Air France All-Cargo flights direct to Paris. From there, equally fast all-cargo service direct to all the cities above. With Air France, you save on crating, shipping weight . . . and you take advantage of our short one-hour closing time. Same low insurance rates apply, too. Ample reasons why Air France speeds cargo to more cities (217 to be exact) in more countries than any other airline.

When "black gold" goes wild...



Cameron valves go GOLDEN JET!

From the Cargo Files of the most experienced jetline in the West:

When an oil well unexpectedly blows, fast "capping off" can save thousands of dollars. Speed is *vital.*

When the hurry-up call comes for Cameron valves, they go west on the Golden Jet. Continental has more jets headed west from Houston, Cameron's headquarters, than all other airlines *combined.* Fast daily schedules to San Antonio, El Paso, Phoenix, and Los Angeles.

Space availability? Cameron knows that the Golden Jets usually accept cargo until 45 minutes before take-off. And Cameron can *reserve* space when desired, at no extra charge.

Reliability? Sure, the Golden Jets have an outstanding *on-time* record. But that's only part of Continental's performance. We also coordinate the transfer of cargo en route, when necessary making sure there is no layover.

You'll find the same dependable Continental service on Golden Jets between Chicago, Kansas City, Denver, and Los Angeles, too.

For more information, ask your local Continental Cargo Manager or write: Mr. Lee Slay, Director, Cargo Sales, Continental Airlines, Stapleton Field, Denver 7, Colorado.

CONTINENTAL AIRFREIGHT

AIR CARGO GUIDE SECTION - DECEMBER, 1961

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

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This directory provides air cargo information for every U. S. and some Canadian cities served by the scheduled airlines. The information is presented under the following headings:

LOCATION. City and State. Also included is the location of military installations and the nearest airline city to the military location.
Every city listed has BOTH AIR FREIGHT and AIR-EXPRESS service unless indicated otherwise by (E) express only, or (F), freight only.

CODE. The three-letter city code as used by the aviation industry.

CARRIERS. The code of each carrier serving each point is shown. Carrier codes are decoded on page G-48.

TELEPHONE. Provides the air express number and the air freight number for each carrier at each point.

MAXIMUM WEIGHT. The maximum weight per piece each carrier will handle in each city WITHOUT ADVANCE ARRANGEMENT. Heavier pieces can be handled when advance arrangements are made.

AIRCRAFT. The type of aircraft each carrier operates into each point is shown by a chart number. The charts show maximum dimensions of packages which will be accepted WITHOUT ADVANCE ARRANGEMENT.

PICK UP AND DELIVERY. Pick up and delivery rates shown apply to AIR FREIGHT SHIPMENTS ONLY. Air Express service includes pick up and delivery.

SURFACE AND CUSTOMS FACILITIES.
Availability of Rail Express service is indicated by

R - available at the airport and city
Rc - available at the city only

Availability of motor freight service is indicated by

T - available at the airport and the city
Tc - available at the city only

Greyhound Bus Company's cargo interchange cities are indicated by G.

Customs facilities are shown as

A - available at airport only
C - available in city only
AC - available at both airport and city

A three-letter city code indicates nearest Customs Port of Entry.

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ABERDEEN, N.C.	SOP	AIRX	WI 4-1412					
		PI	OX 2-8941	See Pinehurst, N. C.				
ABERDEEN, S.D.	ABR	AIRX	2782					
		NO	BA 5-5463	200	3	No Service		Rc T MSP
ABERDEEN, WASH.	HQM	AIRX	AB 98					
		WC	GE 8-6661	150	3	.55	1.10	Rc T C
ABERDEEN PROVING GROUND, MD.		.....	.....	See Baltimore, Md.				
ABILENE, TEX.	ABI	AIRX	OR 4-4351					
		CO	OR 3-2587	200	9,3	.55	1.35	R T G DAL
ADA, OKLA.	ADH	AIRX	FE 2-5045					
		CN	FE 2-5787	200	3	No Service		Rc Tc DAL
ADAIR A.F.B., ORE.		.....	.....	See Albany, Ore.				
AKRON, OHIO	CAK	AIRX	HE 4-9131					
		AA	TY 6-2315	200	9	.65	1.75	Rc T AC
		EA	TY 6-2344	200	9,19	"	"	" " "
		FT	TY 6-2353	Served through Cleveland, Ohio				
		LC	89-62515	150	3,9	"	"	" " "
		UA	CA 9-8141	400	6,5,22,10	"	"	" " "
ALAMAGORDO, N.M.	HMN	AIRX	HE 7-5420					
		CO	HE 7-5710	200	22	.55	1.20	Rc T ELP
ALAMEDA, N.A.S., CALIF.		.....	.....	See Oakland, Calif.				
ALAMOSA, COLO.	ALS	AIRX	JU 9-4431					
		FL	JU 9-6311	200	3	No Service		Rc T DEN
ALBANY, GA.	ABY	AIRX	HE 6-2406					
		EA	HE 2-0525	200	9,19	.45	.95	Rc T DHN
		SO	HE 6-2418	100	3	"	"	" " "
ALBANY, N.Y.	ALB	AIRX	HO 3-4131					
		AA	UN 9-5321	500	9,5,52	.60	1.40	Rc Tc G AC
		EA	UN 9-5361	200	7,19,52	"	"	" " " "
		FT	AL 4-8223	Served through Newark, N. J.				
		MO	UN 9-5339	200	9,3	.60	1.40	Rc Tc G AC
		TW	UN 9-5379	250	8	"	"	" " " "
ALBANY, ORE.	CVO							
		WC	FL 3-4232	150	3,54	No Service		Rc T PDX
ALBUQUERQUE, N.M.	ABQ	AIRX	CH 3-7131					
		CO	CH 2-5219	200	3,22	.55	1.25	R T G ELP
		FL	CH 7-1473	200	3,9	"	"	" " " "
		TW	CH 2-5271	400	8,7,50,55	"	"	" " " "
ALEXANDRIA, LA.	AEX	AIRX	2-7481					
		DL	4471	300	9	.75	1.50	Rc Tc BTR
		TT	HI 5-6341	150	3,9	"	"	" " "
ALLENTOWN, PA.	ABE	AIRX	HE 4-7156					
		EA	CO 4-2865	200	19,52	.60	1.60	R T G PHL
		TW	CO 4-0597	250	8	"	"	" " " "
		UA	CO 4-0512	200	6,22,10	"	"	" " " "
ALLIANCE, NEB.	AIA	AIRX	406					
		FL	421	200	3	No Service		Rc Tc DEN
ALPENA, MICH.	APN							
		NO	EL 4-3174	200	9	No Service		Rc Tc
ALPINE, TEX.	MRF	AIRX	TE 7-2514					
		TT	.....	...	.....	No Service		.....
ALTOONA, PA.	AOO	AIRX	WI 4-7191					
		AL	OW 5-2044	200	3	.60	1.85	Rc G PIT
ALTUS, A.F.B., OKLA.		.....	.....	See Lawton, Okla.				
AMARILLO, TEX.	AMA	AIRX	DR 6-6388					
		BN	DI 9-1627	500	9,52	.80	1.35	Rc Tc G DAL
		CN	DR 3-5830	200	3	"	"	" " " "
		CO	DR 3-4326	200	22	"	"	" " " "
		TW	DR 2-5517	250	8,7	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ANAHEIM, CALIF. (E)	ANA	AIRX	KE 5-6850					
		LX	KE 5-2633	200	20	...	....	Rc LAX
ANCHORAGE, ALAS.	ANC							
		AS	2-0131	1000	3,4	1.00	2.00	R T AC
		CD	.....	...	3			" " "
		NW	HR 2-6681	300	53b,6,15,10	"	"	" " "
		PN	27531	...	16,4,8	"	"	" " "
ANDERSON, S.C.	AND	AIRX	CA 4-1071					
		EA	CA 4-0231	200	19,9	.40	.85	Rc T G ATL
ANN ARBOR, MICH.		AIRX	NO 2-449	See Detroit, Mich.				
ANNETTE ISLAND	KTN	PAA	.....	550	6			
ANNISTON ORDANCE DEPOT,	ALA.	.....	.....	See Anniston, Ala.				
ANNISTON, ALA.	ANB	AIRX	AD 7-1756					
		SO	AD 8-1291	100	3	.65	1.35	.....
APPLE VALLEY, CALIF.	APV							
		BL	AV 7-7209	200	54	No Service		T LAX
APPLETON, WISC.	ATW	AIRX	RE 3-1515					
		NO	RE 9-1133	200	3	.70	1.35	.....
ARCATA, CALIF.	ACV	AIRX	HI 3-0115					
		PC	TE 9-1521	200	3,19	.80	1.60	.....
ARDMORE, OKLA.	AFD	AIRX	369					
		CN	141	200	3	No Service		Rc Tc DAL
ARLINGTON HALL STATION, VA.		.....	.....	See Washington, D. C.				
ARNOLD A.F.B., TENN.		.....	.....	See Tullahoma, Tenn.				
ASHEVILLE, N.C.	AVL	AIRX	AL 3-4707					
		DL	AL 2-7601	200	9	.60	1.20	R Tc G INT
		FI	25-2-5061	100	3	"	"	" " " "
		UA	AL 2-2404	200	22	.60	1.20	" " " "
ASHLAND, KY.	HTW	AIRX	EA 4-4750					
		AL	325-2683	200	19	.50	1.65	.....
		EA	3-9476	200	19	"	"	.....
		PI	EA 4-8907	100	3	"	"	.....
ASHLAND, WISC.	ASX	AIRX	MU 2-6363					
		NO	MU 2-6653	200	3	No Service		.....
ASTORIA, ORE.	AST	AIRX	FA 5-4841					
		WC	WA 1-2551	150	3	No Service		Rc T C
ATHENS, GA.	AHN	AIRX	LI 6-0351					
		SO	LI 8-1364	100	3	.70	1.45	Rc T ATL
ATLANTA GENERAL DEPOT, GA.		.....	.....	See Atlanta, Ga.				
ATLANTA, GA.	ATL	AIRX	PO 1-7751					
		DL	PO 6-5315	6000	9,5,10,8, 19,1a,53,55	.50	1.60	R T C
		EA	767-7436	6000	7,23,53b, 10,19,9,52	"	"	" " "
		NW	PO 7-9756	200	52	"	"	" " "
		RD	PO 6-2711	6000	1,2	"	"	" " "
		SO	PO 6-5321	200	3	"	"	" " "
		TW	PO 6-9655	250	7	"	"	" " "
		UA	PO 1-8811	400	50c,22,56	"	"	" " "
ATLANTIC CITY, N.J.	ACT	AIRX	4-6111					
		AL	MI 1-2458	200	3,19	.80	2.10	R T PHL
		EA	MI 1-4160	200	19	"	"	" " "
AUBURN, ME.	LEW	AIRX	784-4423					
		ME	783-2031	See Lewiston, Me.				
AUGUSTA, GA.	AGS	AIRX	PA 2-4628					
		DL	PA 2-8814	300	9	.75	1.50	Rc T G ATL
		EA	PA 2-4684	200	19	"	"	" " " "
AUGUSTA, ME.	AUG	AIRX	MA 2-0181					
		ME	MA 2-1351	200	3	.50	1.00	R Tc FWM
AUSTIN-ALBERT LEA, MINN.	AUM	AIRX						
		QZ	HE 3-7391	200	3	No Service		

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
AUSTIN, TEX.	AUS	AIRX	GR 8-7339					
		BN	GR 8-9824	500	5,9,52	.50	1.25	R Tc G SAT
		CO	HO 5-6515	200	3,22	"	"	" " " "
		TT	HO 5-6538	150	3	"	"	" " " "
BAIE COMEAU, P.Q.	YBC							
		QBA	.....	400	3	...	....	.....
BAINBRIDGE NAVAL TRAINING CENTER, MD.			See Baltimore, Md.					
BAKER, ORE.	BKE	AIRX	JA 3-2313					
		WC	JA 3-5744	150	3	No Service		Rc Tc PDX
BAKERSFIELD, CALIF.	BFL	AIRX	FA 4-9661					
		PC	EK 9-1771	200	19,54	.40	.95	R Tc G LAX
		UA	EK 9-2921	300	9	"	"	" " " "
BALTIMORE, MD.	BAL	AIRX	SA 7-0600					
		AA	SA 7-3210	6000	9,15,50	.75	1.60	R T G C
		AL	SO 6-1010	200	3,9,19	"	"	" " " "
		DL	SO 6-2100	200	8,55	"	"	" " " "
		EA	SO 6-2244	200	19,10,52,7	"	"	" " " "
		LC	SO 1-4800	150	3,9	"	"	" " " "
		NA	SO 1-0603	200	9,6,5	"	"	" " " "
		NE	SO 1-3000	200	55	"	"	" " " "
		NW	SO 1-4100	300	6.50c	"	"	" " " "
		PAA	MU 5-1630	1100	50,53,10	"	"	" " " "
		TW	SO 1-1500	400	7,50,55 8,50c	"	"	" " " "
		UA	SO 1-0705	400	50c,53,5, 6,10,22	"	"	" " " "
		RD	WI 5-6020	6000	.....	"	"	" " " "
BANGOR, ME.	BGR	AIRX	7391					
		NE	7314	200	3,6,22	.55	1.10	R T C
BAR HARBOR, ME.	BHB	AIRX	AT 8-5575					
		NE	NO 7-2573	200	Seasonal	No Service		R C
BARRE, VT.	MPV	AIRX	CA 3-7101					
		NE	CA 3-2395	See Montpelier, Vt.				
BARTLESVILLE, OKLA.	BVO	AIRX	FR 6-4192					
		CN	636	200	3	.55	1.10	Rc Tc MKC
BATON ROUGE, LA.	BTR	AIRX	DI 2-8838					
		DL	EL 5-4491	300	9	.55	1.25	Rc Tc G C
		EA	EL 5-2581	200	9,10	"	"	" " " "
		SO	EL 7-1488	100	3	"	"	" " " "
BATTLE CREEK, MICH.	BTL	AIRX	WO 3-9027					
		NO	WO 3-2611	200	3,9	.55	1.20	R
BAY CITY, MICH.	MBS	AIRX	TW 3-6391					
		NO	695-4091	...	.....	.75	1.55	.....
		UA	OX 5-6371	See Saginaw, Mich.				
BEAUFORT, N.C.	MRH							
		PI	PA 8-4734	Seasonal	See Moorehead City N.C.			
BEATRICE, NEB.	BIE	AIRX	CA 3-4207					
		FL	CA 3-5312	200	3	No Service		CMA
BEAUMONT, TEX.	BPT	AIRX	2-0275					
		DL	TE 5-7541	300	9	.55	1.50	Rc T G C
		EA	TE 5-4573	200	9,10	"	"	" " " "
		TT	TE 5-1425	150	3	"	"	" " " "
BEAVER DEPOT ACTIVITY, ORE.			.....	See Portland, Ore.				
BECKLEY, W.VA.	BKW	AIRX	GL 3-8012					
		PI	GL 2-2314	100	3	No Service		Rc Tc CVG
BEEVILLE, TEX.	NIR	AIRX	FL 8-4137					
BELLE MEAD GENERAL DEPOT, N.J.			.....	See Newark, N. J.				
BELLEFONTE, PA.	PSB	AIRX	EL 5-2030					
		AL	EL 5-4797	200	See Philipsburg, Pa.			
BELLINGHAM, WASH.	BLI	AIRX	RE 3-5430					
		WC	RE 4-4800	150	3	No Service		Rc Tc AC
BELOIT, WISC.	JVL	AIRX	1400					
		NO	EM 5-3473	200	3	.80	1.60	Rc Tc
BEMIDJI, MINN.	BJI	AIRX	EM 5-8949					
		NO	FL 1-5009	200	3	No Service		Rc Tc
BEND, ORE.	BDM	AIRX	EV 2-3071					
		WC	CO 9902	150	3	No Service		Rc Tc PDX
BENICIA ARSENAL, CALIF.			.....	See San Francisco, Calif.				
BENTON A.F.S., PA.			.....	See Scranton, Pa.				
BENTON HARBOR, MICH.		AIRX	WA 5-1173					
		NO	WA 7-3118	200	3	.75	1.50	Rc Tc
BERLIN, N.H.	BML	AIRX	211					
		NE	MI 2011	200	Seasonal			R LWM
BETHLEHEM, PA.	ABE	AIRX	UN 7-5017	See Alletown, Pa.				
BETHEL, ALAS.		NC	.....	...	.....	.35	.50	.....
BIG SPRING, TEX.	BGS	AIRX	AM 4-8621					
		CO	AM 4-8971	200	3	.45	1.10	Rc Tc G SAT
BIGGS AFB., TEX.			.....	See El Paso, Tex.				
BILLINGS, MONT.	BIL	AIRX	4-4116					
		FL	AL 2-3466	200	3	.50	1.25	R T G GTF
		NW	AL 2-7161	200	6,52	"	"	" " " "
		WA	AL 2-5161	200	6	"	"	" " " "
BILOXI, MISS.		AIRX	ID 6-6447					
		SO	UN 4-2323	See Gulfport, Miss.				
BINGHAMTON, N.Y.	BGM	AIRX	RA 2-7266					
		EA	9-1544	200	19	.50	1.00	Rc Tc G SYR
		FL	BI 9-1591	10000	23	"	"	" " " "
		MO	RA 9-3510	200	9,3	"	"	" " " "
		TW	9-1576	250	8	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
BIRMINGHAM, ALA.	BHM	AIRX	FA 4-7521					
		DL	LY 2-9605	400	9,3,7	.75	1.50	R T C
		EA	WO 1-4631	200	19,9,10,52	"	"	" " "
		SO	WO 1-3737	100	3	"	"	" " "
		UA	WO 1-6192	200	22,56	"	"	" " "
BISMARK, N.D.	BIS	AIRX	CA 3-2272					
		FL	CA 3-3272	200	3	No Service		R T MSP
		NO	CA 3-5640	200	3	"	"	" " "
		NW	CA 3-7400	200	52	"	"	" " "
BLACK HILLS ORDANCE DEPOT, S.D.			.....	See Rapid City, S. D.				
BLOOMINGTON, ILL.	BMI	AIRX	4-3039					
		OZ	5-2840	200	3,54	.50	1.35	.....
BLOOMINGTON, IND.	BMG	AIRX	3-738					
		LC	VA 5-2611	150	3	.55	1.35	Rc T
BLUE GRASS ORDANCE DEPOT, KY.			.....	See Lexington, Ky.				
BLUEFIELD, W. VA.	BLF	AIRX	DA 7-9217					
		PI	DA 7-6141	100	3	.55	1.10	Rc G INT
BLYTHE, CALIF.	BLH	AIRX	1811					
		BL	1-1131	200	54	No Service		Rc Tc SAN
BOISE, IDA.	BOI	AIRX	4-3556					
		UA	BO 3-2521	400	5,6,10	.40	1.00	Rc T G GEG
		WC	BO 3-1049	150	3,54	"	"	" " " "
BORGER, TEX.	BGD	AIRX	BR 3-6311					
		CN	BR 3-2818	200	3	No Service		Rc T DAL
BOSTON, MASS.	BOS	AIRX	LO 7-1977					
		AA	LI 2-5470	6000	9,5,15,10 52,50,50c	.75	1.50	R T G AC
		AET	HU 2-2025	550	7	...	....	.....
		AL	LO 7-6107	200	9,19	.75	1.50	R T G AC
		AF	CO 7-5350	200	7	"	"	" " " "
		AZ	LI 7-1200	440	15,53c	...	....	" " " "
		BOAC	HA 6-4105	220	11,8	...	....	" " " "
		EA	LO 7-4466	200	7,10,52, 10,53b	.75	1.50	" " " "
		FT	LO 7-6161	10000	23	"	"	" " " "
		MO	LO 7-6600	200	9,3	"	"	" " " "
		NA	LO 7-7600	200	5,52	"	"	" " " "
		NE	LO 7-8300	200	3,6,22,35	"	"	" " " "
		PAA	HU 2-1747	5500	10,53,50,15	"	"	" " " "
		RD	LO 7-1922	6000	1	"	"	" " " "
		TC	LI 2-6070	300	22	"	"	" " " "
		TW	CO 7-7225	400	8,55,50c	"	"	" " " "
		UA	LO 7-4500	6000	10,15,6, 53,50c	"	"	" " " "
BOULDER CITY, NEV.	BLD		.....	See Las Vegas, Nev.				
BOWLING GREEN, KY.	BWG	AIRX	VI 3-6711					
		EA	VI 2-1601	200	19,9	.40	.60	R T G BNA
BOZEMAN, MONT.	BZN	AIRX	JU 6-9666					
		NW	JU 6-6026	200	6	No Service		Rc Tc GTF
BRADENTON, FLA.	SRQ	AIRX	BR 3-6601					
		EA	6-6119	See Sarasota, Fla.				
BRADFORD, PA.	BFD	AIRX	4114					
		AL	FO 2-3558	200	3,19	.65	1.90	Rc
BRADY, TEX.	BBD	AIRX	7464					
BRAINERD, MINN.	BRD	AIRX	829-4422					
		NO	829-4701	200	3	No Service		Rc Tc
BRANDON, MAN.	YBR	TC	5328	200	3	.50	1.00	Rc Tc C
BRIDGEPORT, CONN.	BDR	AIRX	ED 4-5131					
		AL	DE 8-4407	200	9,19	.60	1.35	R G C
BRISTOL, VA.	TRI	AIRX	NO 9-5721					
		PI	SO 4-2123	100	3	.90	1.10	Rc Tc G INT
		SO	SO 4-3149	200	3	"	"	" " " "
		UA	SO 4-6101	200	22	"	"	" " " "
BREMERTON NAVAL AMMUNITION DEPOT, WASH.			See Seattle, Wash.					
BROOKE ARMY HOSPITAL, TEX.			.....	See San Antonio, Wash.				
BROOKINGS, S.D.	BKX	AIRX	MY 2-2119					
		NO	MY 2-2721	200	3	No Service		R Tc CMA
BROOKLEY A.F.B., ALA.			.....	See Mobile, Ala.				
BROOKS A.F.B., TEX.			.....	See San Antonio, Tex.				
BROWNSVILLE, TEX.	BRO	AIRX	LI 2-3553					
		BN	LI 2-7431	500	9	.35	.85	R T AC
		EA	LI 6-1694	200	9	"	"	" " "
		PAA	2-5360	550	4	"	"	" " "
BROWNWOOD, TEX.	BWD	AIRX	MI 3-4358					
		TT	MI 5-6882	150	3	.55	1.10	Rc DAL
BRUNSWICK, N.A.S., ME.			.....	See Portland, Me.				
BRUNSWICK, GA.	SSI	AIRX	AM 5-2752					
		DL	ME 8-2531	200	9	.65	1.25	Rc Tc G C
		EA	ME 8-3861	200	19	"	"	" " " "
BRYAN, TEX.	CLL	AIRX	TA 2-2309					
		CO	VI 6-4789	200	3	.55	1.10	Rc Tc G SAT
BUFFALO, N.Y.	BUF	AIRX	FL 9333					
		AA	NF 2-6007	6000	9,5,15,10, 52	.50	1.65	R Tc G AC
		AL	NF 3-4800	200	3	"	"	" " " "
		FT	TR 6-5055	10000	Served through Cleveland, Ohio			
		LC	NF 3-8282	150	3,9	.50	1.65	R Tc G AC
		MO	NF 2-3000	200	9,3	"	"	" " " "
		UA	NF 2-2240	400	22,3,5,6	"	"	" " " "
BURBANK, CALIF.	BUR	AIRX	TH 6-7197	See Los Angeles, Calif.				
		HL	TR 7-6171	200	54	.90	1.65	
		PC	TH 5-7837	200	19,54	"	"	
BURLEY, IDA.	BYI	AIRX	OR 8-7182					
		WC	OR 8-7402	150	3	No Service		R T GTF

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
BURLINGTON ORDANCE PLANT, N.J.		.....	See Philadelphia, Pa.					
BURLINGTON, IA.	BRL	AIRX	FL 4-6549					
		OZ	FL 2-4262	200	3,54	.55	1.60	R Tc FIA
BURLINGTON, VT.	BTV	AIRX	UN 4-9875					
		NE	UN 4-5745	200	3	.80	1.85	R Tc AC
BURNS, ORE.	BNO	AIRX	3751					
		WC	5101	150	3	No Service		Rc Tc PDX
BUTTE, MONT.	BTM	AIRX	BU 3231					
		NW	2-0409	200	6	.55	1.35	R T G GTF
		WA	6555	200	6	"	"	" " " "
CADILLAC, MICH.	RCT							
		NO	EN 7388	See Reed City, Mich.				
CALGARY, ALTA.	YYC	AIRX						
		TC	AM 9-1381	500	53c,57	.50	1.00	Rc Tc C
		CP	AM 2-4970	200	9	"	"	" " "
		WA	CR 7-0176	200	6	"	"	" " "
		WC	CR 7-0755	150	54	"	"	" " "
CAMDEN, ARK.	CDN	AIRX	TE 6-3561					
		TT	TE 6-5784	150	3	No Service		Rc
CAMDEN, N.J.	PAL	AIRX	WO 3-0290					
		AL	SA 9-6650	200	See Philadelphia, Pa.			
CAMERON STATION, VA.		.....	See Washington, D. C.					
CAMP DESERT ROCK, NEV.		.....	See Las Vegas, Nev.					
CAMP GARY, TEX.		.....	See Austin, Tex.					
CAMP HALE, COLO.		.....	See Colorado Springs, Colo.					
CAMP HANFORD, WASH.		.....	See Pasco, Wash.					
CAMP HILL, VA.		.....	See Richmond, Va.					
CAMP IRWIN, CALIF.		.....	See Los Angeles, Calif.					
CAMP McCOY, WISC.		.....	See LaCrosse, Wisc.					
CAMP WELLFLEET, MASS.		.....	See Provincetown, Mass.					
CAMP WOLTERS, TEX.		.....	See Ft. Worth, Tex.					
CANTON, OHIO	CAK	AIRX	GL 5-0281					
		LC	HY 9-5154	See Akron, Ohio				
		UA	CA 9-8141	See Akron, Ohio				
CAPE GIRARDEAU, MO.	CGI	AIRX	KD 5-7541					
		OZ	KD 5-6064	200	3,54	No Service		.....
CAPE MAY, N.J. Ⓡ	WWD	AIRX	WX 2-5390					
		AL	WX 9-250	Seasonal				
CARLISLE BARRACKS, PA.		.....	See Harrisburg, Pa.					
CARLSBAD, N.M.	CNM	AIRX	5-3838					
		CO	TU 5-2992	200	3	No Service		Rc Tc ELP
CASPER, WYO.	CPR	AIRX	237-2034					
		FL	234-7135	200	3,9	.55	1.35	Rc Tc DEN
		WA	235-2721	200	6	"	"	" " "
CASTLEGAR, B.C.	YCG	CP	.....	200	9	.25	.60	Rc Tc
CEDAR CITY, UTHA	CDC	AIRX	JU 6-6812					
		BL	JU 6-9741	200	54	No Service		Rc Tc LAX
CEDAR RAPIDS, IA.	CID	AIRX	EM 3-2647					
		OZ	EM 2-1103	200	3,54	.55	1.10	Rc Tc G CMA
		UA	EM 4-2481	200	6,5,10	"	"	" " " "
CHADRON, NEB.	CRD	AIRX	HE 2-2722					
		FL	HE 2-0055	200	3	No Service		Rc Tc DEN
CHAMPAIGN, ILL.	CMI	AIRX	FL 6-9541					
		OZ	FE 6-7271	200	3,54	.70	1.35	T
CHARLESTON, ILL.	MTO	AIRX	DI 5-6261					
		OZ	AD 4-7100	See Matton,Ill.	70	1.35		
CHARLESTON, S.C.	CHS	AIRX	SH 7-3637					
		DL	SH 4-2567	300	9	.75	1.50	R Tc G C
		EA	SH 4-3311	200	19,10	"	"	" " " "
		NA	SH 4-4256	400	9,6	"	"	" " " "
CHARLESTON TRANSPORTATION DEPOT., S.C.			See Charleston, S. C.					
CHARLESTON, W.VA.	CRW	AIRX	DI 6-0351					
		AA	DI 6-6204	500	9	.55	1.45	R T G CVG
		EA	DI 6-0308	200	7,19,9	"	"	" " " "
		LC	DI 3-9418	150	3	"	"	" " " "
		PI	DI 6-0691	100	3	"	"	" " " "
		UA	DI 2-8007	200	22,5,6	"	"	" " " "
CHARLOTTE, N.C.	CLT	AIRX	EX 2-1438					
		DL	EX 9-0487	4000	1a,5,10	.50	1.25	R T G IMT
		EA	EX 9-3331	2500	7,19,9, 10,52,23	"	"	" " " "
		PI	EX 9-3371	100	3	"	"	" " " "
		SO	EX 9-7474	100	3	"	"	" " " "
		UA	EX 9-0773	200	22	"	"	" " " "
CHARLOTTETOWN,P.E.I.	YYG	MAR	7361	500	1,3,4	...	....	R T A
CHARLOTTESVILLE,VA.	CHO	AIRX	2-2439					
		PI	3-5158	100	3	.75	1.50	Rc Tc DCA
CHATTANOOGA, TENN.	CHA	AIRX	AM 6-3214					
		BN	MA 2-1191	500	9	.65	1.30	Rc Tc G C
		DL	OX 8-7623	400	9	"	"	" " " "
		EA	698-8681	200	19,9,7,52	"	"	" " " "
		SO	OX 8-8519	200	3	"	"	" " " "
		UA	MA 9-3103	200	22	"	"	" " " "
CHEROKEE ORDANCE WORKS, PA.		.....	See Williamsport, Pa.					
CHEBOYGAN, MICH.	PLN	AIRX	MA 7-2302					
		NO	MA 7-4572	See Pellston, Mich.				
CHERRY POINT MARINE AIR STATION, N. C.			See New Bern, N. C.					

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
CHEYENNE, WYO.	CYS	AIRX	638-8914					
		FL	632-0551	200	3,9	.60	1.25	R Tc G DEN
		WA	638-8916	200	6	"	"	" " " "
CHICAGO, ILL.	MDW	AIRX	HA 7-9700					
(MIDWAY AIRPORT)		AA	LU 1-1144	1000	9,5,15, 10,52	1.00	2.00	R T G AC
		AF	ST 1-1250	200	7	"	"	" " " "
		BN	PO 7-5028	2000	1,52,9,10	"	"	" " " "
		CMA	.....	...	5	...	....	" " " "
		CO	GL 5-6310	200	10,22	1.00	2.00	" " " A
		DL	PO 7-1900	6000	9,5,10, 1a, 55	"	"	" " " AC
		EA	LU 1-0780	6000	10,19,9, 23	"	"	" " " "
		FT	PO 7-8200	10000	23	"	"	" " " "
		LC	PO 7-7180	150	3,9	"	"	" " " "
		LH	AN 3-6670	...	.....	"	"	" " " "
		NO	LU 5-1020	200	3,9	"	"	" " " "
		NW	PO 7-3830	2000	10,6,52,15	"	"	" " " "
		OZ	LU 5-1952	200	3,54	"	"	" " " "
		RD	LU 2-4040	10000	1,2	"	"	" " " "
		TC	RA 6-3644	500	22	"	"	" " " "
		TW	DE 2-7666	250	8,7	"	"	" " " "
		UA	PO 7-5100	6000	5,15,10, 6,22	"	"	" " " "
(O'HARE FIELD)	ORD	AIRX	GL 5-4340					
		AA	GL 5-4636	6000	5,9,15,50, 50c,52	"	"	Rc T G C
		BA	DE 2-7744	1100	10	"	"	" " " "
		BN	GL 5-4314	500	50.50c,19	"	"	" " " "
		CO	NA 5-5445	500	50	"	"	" " " "
		DL	NA 5-6602	300	9,52	"	"	" " " "
		EA	HE 5-2211	200	10,52,53a,9	"	"	" " " "
		NO	GL 5-3164	200	3	"	"	" " " "
		NW	GL 5-8650	300	6,10,52, 53b,50c	"	"	" " " "
		OZ	GL 5-4314	200	3,54	"	"	" " " "
		PAA	DE 2-4924	5500	50,53,15	"	"	" " " "
		TW	DE 2-7666	400	8,50,55, 50c	"	"	" " " "
		UA	PO 7-5100	6000	5,10,6,53, 50c,22,56	"	"	" " " "
CHICO, CALIF.	CIC	AIRX	FI 2-0820					
		PC	343-5511	200	3,19	No Service		Rc Tc SFO
CHISHOLM, MINN.	HIB	AIRX	CL 4-2231					
		NO	AM 3-7847	See Hibbing, Minn.				
CHULA VISTA N.A.S., CALIF.		.....	See San Diego, Calif.					
CINCINNATI, OHIO	CVG	AIRX	DI 1-8700					
		AA	DI 1-5600	6000	9,5,10,15, 52,50c	.65	1.60	Rc Tc G C
		DL	DI 1-5884	400	9,1a,5, 10,19,55	"	"	" " " "
		EA	DI 1-4300	200	10	"	"	" " " "
		LC	DI 1-6808	150	3,9	"	"	" " " "
		PI	GA 1-1315	100	3	"	"	" " " "
		TW	DI 1-8974	250	8	"	"	" " " "
CLARKSBURG, W.VA.	CKB	AIRX	VI 2-3275					
		LC	VI 3-3531	150	3	.75	1.50	Rc Tc PIT
CLARKSTON, WASH.	LWS	AIRX	SH 3-3061					
		WC	SH 3-1545	See Lewiston, Ida.				
CLARKSVILLE, TENN.	CKV	AIRX	MI 7-3921					
		OZ	ID 9-3188	200	3,54	.75	1.50	.....
		SO	431-4976	100	3	"	"	BNA
CLEARFIELD, PA.	PSB	AIRX	PA 5-9351					
		AL	DI 2-1670	See Philipsburg, Pa.				
CLEAR, ALAS.		AS	.....	...	.....	.50	1.00	.....
CLEARWATER, FLA.	PIE	AIRX	CL 3-1389	See St. Petersburg, Fla.				
CLEVELAND, OHIO	CLE	AIRX	CR 1-1947					
		AA	CR 1-5421	6000	9,5,10, 50c, 15	.85	1.95	R T G AC
		AL	CL 2-0216	200	3,19	"	"	" " " "
		EA	CL 1-8870	200	9,7,19,10	"	"	" " " "
		FT	WI 1-5777	10000	23	"	"	" " " "
		LC	CL 2-5054	150	3	"	"	" " " "
		NO	CL 2-0216	200	9	"	"	" " " "
		NW	WI 1-2442	200	6,52	"	"	" " " "
		RD	CL 2-4270	6000	1	"	"	" " " "
		TC	SU 1-5995	400	22	"	"	" " " "
		TW	WI 1-9700	250	8	"	"	" " " "
		UA	CL 1-5200	6000	5,15,6,10, 50c,22,56	"	"	" " " "
CLINTON, IOWA	CWI	AIRX	CH 2-6532					
		OZ	CH 3-2122	200	3,54	No Service		Rc
CLINTONVILLE, WISC.	CLI	AIRX	3-3623					
		NO	VA 3-3133	200	3	No Service		Rc Tc
CLOVIS, N.M.	CVS	AIRX	PO 3-7011					
		CO	PO 3-6212	200	22	.45	.95	Rc Tc ELP
CODY, WYO.	COD	AIRX	587-2431					
		FL	587-4644	200	3	No Service		GTF
COEUR D'ALENE, IDA.	COE	AIRX	MO 4-2427					
		WC	MO 4-5313	150	3	No Service		Rc Tc GEG
COLLEGE STATION, TEX.		AIRX	TA 2-2309					
	CLL	CO	VI 6-4789	See Bryan, Texas				
COLORADO SPRINGS, COLO.		AIRX	ME 5-2508					
	COS	BN	ME 4-6321	500	9,5,52	.75	1.50	R Tc G DEN
		CN	ME 5-1586	200	3	"	"	" " " "
		CO	ME 3-4688	200	3,22,10	"	"	" " " "

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
COLUMBIA, MO.	CBI	AIRX	GI 3-5457					
		OZ	GI 3-4173	200	3,54	.60	1.20	A
COLUMBIA, S.C.	CAE	AIRX	AL 2-8682					
		DL	4-3186	400	9	.60	1.20	Rc Tc G ATL
		EA	6-1603	200	19	"	"	" " " "
COLUMBUS, GA.	CSG	AIRX	FA 2-5538					
		DL	FA 7-7458	400	9,3	.50	1.25	Rc T G ATL
		EA	FA 7-2625	200	19,9	"	"	" " " "
		SO	FA 4-2493	200	3	"	"	" " " "
COLUMBUS, MISS.	UBS	AIRX	FA 8-3241					
		SO	FA 8-4900	100	3	No Service		.....
COLUMBUS, IND.	CBW	AIRX	.....					
		LC	DR 2-8289	150	3	No Service		.....
COLUMBUS, OHIO	CMH	AIRX	CA 4-9211					
		AA	BE 1-8277	600	9,5	.70	1.75	R Tc G C
		DL	BE 7-2571	300	5	"	"	" " " "
		EA	BE 1-4529	200	7,8,10,19	"	"	" " " "
		LC	BE 5-1195	150	3,9	"	"	" " " "
		PI	BE 7-2585	100	3	"	"	" " " "
		TW	CA 1-7866	400	8,7,55	"	"	" " " "
		UA	BE 7-3711	200	10,5	"	"	" " " "
CONCORD, N.H.	CON	AIRX	CA 5-5909					
		NE	CA 5-9531	200	3	No Service		R T PWM
COOS BAY, ORE.	OTH	AIRX	CO 7-6218					
		WC	SK 9-1011	See North Bend, Ore.				
CORBIN, KY.	LOZ	AIRX	109					
		PI	VO 4-2250	See London, Ky.				
CORDOVA, ALAS.	CDV	PN	15	...	4,8	1.50	1.50	.....
CORINTH, MISS.	CBH							
		SO	286-8417	100	3	.75	1.50	MEM
CORNING, N.Y.	ELM	AIRX	2-0766	See Elmira, N. Y.				
CORONA, CALIF. (K)	CNF							
		LX	OV 4-4943	200	20	...	....	.....
CORPUS CHRISTI, TEX.	CRP	AIRX	TU 2-7421					
		BN	TU 3-6611	500	9,5,52	.55	1.25	R T G C
		EA	TU 4-0331	200	9	"	"	" " " "
		TT	TU 2-7458	150	3	"	"	" " " "
CORTEZ, COLO.	CEZ							
		FL	LO 5-3423	200	3	No Service		Rc DEN
CORVALLIS, ORE.	CVO	AIRX	PL 3-8611					
		WC	PL 3-4232	See Albany, Ore.				
CRANBROOK, B.C.	YXC	CP	JU 6-4844	200	9	.25	.60	Rc Tc C
CRESCENT CITY, CALIF.		AIRX	3581					
	CEC	PC	IN 4-3221	200	3,19	No Service		Rc Tc OTH
CRYSTAL SPRINGS A.F.S.,	MISS.	.....	See Jackson, Miss.					
CURLEW A.F.S., WASH.		.....	See Spokane, Wash.					
CUT BANK, MONT.	CTB	AIRX	2171					
		WC	WE 8-4163	150	3	.65	1.35	Rc Tc A
DALLAS, TEX.	DAL	AIRX	RI 2-5431					
		AA	FL 7-7391	10000	9,5,15, 10,52,50	.55	1.40	R T G C
				6000	via DL interchange			
		BN	FL 7-8421	6000	1,5,6,9, 10,15, 52,50c	"	"	" " " "
		CO	FL 2-5601	200	9,3	"	"	" " " "
		CN	FL 2-2609	200	3	"	"	" " " "
		DL	FL 2-2631	6000	1a,5,10, 8,53,22, 55	"	"	" " " "
		EA	FL 7-6486	200	52	"	"	" " " "
		TT	FL 1-5334	150	3	"	"	" " " "
DANVILLE, ILL.	DNV	AIRX	110					
		LC	HI 6-4727	150	3	.65	1.35	Rc
DANVILLE, VA.	DAN	AIRX	SW 2-1811					
		EA	7640	200	19	.55	1.10	Rc Tc G RIC
		PI	SW 2-8571	100	3	"	"	" " " "
DAVENPORT, IA.	MLI	AIRX	3-5133	See Moline, Ill.				
DAWSON CITY, Y.T.	YDA	CP	.....	200	3	.25	.60	Tc C
DAWSON CREEK, B.C.	YDC	CP	55	...	6,9	.25	.60	Rc Tc
DAYTON, OHIO	DAY	AIRX	TW 8-6581					
		AA	TW 8-5511	500	9,5	.60	1.60	Rc T G C
		DL	TW 8-4841	300	10,9	"	"	" " " "
		LC	TW 8-5050	150	3,9	"	"	" " " "
		TW	HE 4053	400	8,7,55	"	"	" " " "
		UA	TW 8-3692	200	10,5	"	"	" " " "
DAYTONA BEACH, FLA.	DAB	AIRX	CL 2-4248					
		EA	CL 3-6541	200	19,9,7	.70	1.50	R T G JAX
		NA	CL 2-0566	200	9,6	"	"	" " " "
DECATUR, ALA.	DCU	AIRX	EL 3-6913					
		SO	EL 3-2690	100	3	.85	1.65	.....
DECATUR, ILL.	DEC	AIRX	4-251					
		OZ	423-7741	200	3,54	.50	1.40	.....
DELTA, COLO.		FL	.....	...	.....	No Service		.....
DENISON, TEX.	SWI	CN	.....	See Sherman, Tex.				
DENVER, COLO.	DEN	AIRX	TA 5-6219					
		BN	EA 2-7761	500	5,9,52 50,50c	.65	1.50	R T G C
		CN	DE 3-4228	200	3	"	"	" " " "
		CO	EA 2-7771	200	3,5,10, 22,50	"	"	" " " "
		FL	FL 5-3415	200	3,9	"	"	" " " "
		TW	DU 8-1606	400	8,7,55	"	"	" " " "
		UA	DE 3-7792	6000	15,6,10, 53,50c,5	"	"	" " " "
		WA	EA 2-1833	200	6,50,52	"	"	" " " "
DES MOINES, IA.	DSM	AIRX	AT 2-1864					
		BN	CH 3-0711	500	9,5	.55	1.25	R T G CMA
		OZ	285-3421	200	3,54	"	"	" " " "
		UA	AT 8-6711	200	6,5,10	"	"	" " " "
DETROIT ARSENAL, MICH.			.....	See Detroit, Mich.				
DETROIT, MICH.	YIP	AIRX	HU 2-0888					
(WILLOW RUN)		EA	LO 3-8400	200	9,7,10, 19	.75	1.85	R T AC
		LC	HU 2-8481	150	3,9	"	"	" " " "
		MO	HU 3-3410	200	9,3	"	"	" " " "
		NO	HU 2-0620	200	3,9	"	"	" " " "
		TW	WO 2-7272	400	8,7,50	"	"	" " " "
		UA	HU 3-3440	6000	6,10,15,5, 53,22,56	"	"	" " " "
(METROPOLITAN)	DTW	AIRX	CR 8-5064					
		AA	HU 2-6890	6000	9,5,15,10, 52,50,50c	.75	1.85	R T G C
		AL	WH 1-2900	200	3,19	"	"	" " " "
		BOAC	WO 1-8400	2100	50	"	"	" " " "
		DL	CR 4-1500	400	53,5,9	"	"	" " " "
		FT	LO 2-9520	10000	23	"	"	Rc " " AC
		NW	LO 2-3414	2000	6,10,52, 15,50c	"	"	R " " "
		PAA	WO 3-0800	5500	50,53,15	"	"	" " " "
		RD	CR 8-1300	6000	1	"	"	Rc " " "
DEVILS LAKE, N.D.	DVL	AIRX	2-3313					
		MO	MO 2-2721	200	3	No Service		Rc Tc
DICKINSON, N.D.	DIK	AIRX	224-3989					
		FL	224-5372	200	3	No Service		R Tc CKF
DICKINSON A.F.S., N.D.		.....	See Dickinson, N. D.					
DISNEYLAND, CALIF. (K)		LX	KE 5-2633	200	20	...	....	.....
DODGE CITY, KAN.	DDC	AIRX	HU 3-4221					
DONALDSON A.F.B., S.C.		.....	See Greenville, S. C.					
DOTHAN, ALA.	DHN	AIRX	DO 2-8160					
		EA	5-1200	200	19	.55	1.10	R T G PFN
		SO	SY 2-2075	100	3	"	"	" " " "
DOUGLAS, ARIZ.	DUG	AIRX	EM 4-3251					
		AA	EM 4-3437	250	5	.35	.75	Rc Tc G C
DOVER, OHIO	PHD	AIRX	4-2985	See New Philadelphia, Ohio				
DOW A.F.B., ME.		.....	See Bangor, Me.					
DUBOIS, PA.	PSB	AIRX	371-3020					
		A:	DA 8-2600	200	3,19	.90	1.65	Rc PHL
DUBUQUE, IA.	DBQ	AIRX	2-3694					
		OZ	3-9441	200	3,54	.70	1.60	Rc T
DUGWAY PROVING GROUND, UTAH		.....	See Salt Lake City, Utah.					
DULUTH, MINN.	DLH	AIRX	RA 2-4423					
		NO	RA 7-8747	200	3,9	.75	1.60	Rc Tc
DUNCAN, OKLA.	DUC	AIRX	707					
		CN	AL 5-5800	200	3	No Service		R Tc DAL
DURANGO, COLO.	DRO	AIRX	CH 7-3874					
		FL	CH 7-2395	200	3,9	.70	1.45	Rc Tc DEN
DURHAM, N.C.	RDU	AIRX	6-171					
		EA	3-9241	200	7,9,52	.70	1.45	Rc T G C
		PI	596-2181	100	3	"	"	" " " "
DYERSBURG, TENN.	DYR							
		SO	AT 5-6301	100	3	No Service		MEM
EARLTON, ONT.	YXR	TC	48	200	22	No Service		Rc Tc
EASTON, PA.	ABE	AIRX	HL 8-7128	See Allentown, Pa.				
EAU CLAIRE, WISC.	EAU	AIRX	TE 2-1658					
		MO	TE 4-1244	200	3,9	No Service		.....
EDGEWOOD ARSENAL, MD.		.....	See Baltimore, Md.					
EDINBURG, TEX.	MMK	AIRX	DU 3-2512					
		TT	MU 6-3707	150	3	No Service		Rc
EDMONTON, ALTA.	YXD	TC	28131	500	7,53,57	.50	1.00	Rc Tc C
		NW	299-7272	200	52	.75	1.50	" " "
		WA	299-7266	200	6	.75	1.50	" " "
		CP	55-4171	1000	1,3,9	"	"	" " "
EDWARDS A.F.B., CALIF.		.....	See Lancaster, Calif.					
EGLIN A.F.B., FLA.		AIRX	EG 2-3268					
		SO	67-1882	200	3	.80	1.60	.....
EL CENTRO, CALIF.	IPL	AIRX	EL 2-1052					
		HL	EL 2-4218	200	54	.65	1.30	Rc Tc SAN
EL DORADO, ARK.	ELD	AIRX	UN 3-5767					
		TT	UN 3-7273	150	3	.50	1.00	Rc MEM
ELIZABETH CITY, N.C.		AIRX	2-594					
	ECG	PI	6-238	100	3	.45	1.10	Rc Tc C
ELKINS, W.VA.	EKN	AIRX	734-R					
		LC	820	150	3	No Service		Rc PIT
ELKO, NEV.	EKO	AIRX	8-5613					
		UA	RE 8-5121	200	9	No Service		Rc T SFO
ELLINGTON A.F.B., TEX.		.....	See Houston, Tex.					
ELMIRA, N.Y.	ELM	AIRX	RE 4-8138					
		MO	RE 9-3656	200	3	.40	1.10	Rc Tc G SYR
		UR	RE 9-3686	200	3	"	"	" " " "
EL PASO, TEX.	ELP	AIRX	FR 2-4491					
		AA	FR 8-3301	600	5,10,52,50	.50	1.25	R Tc G AC
		CO	FR 8-1951	400	3,5,6,22, 10,50	"	"	" " " "
		TT	3-1233	150	3	"	"	" " " "
ELY, NEV.	ELY	AIRX	AM 4-4478					
		UA	AM 4-4478	200	9	.70	1.25	Rc T SFO
ENID, OKLA.	WDG	AIRX	AD 7-5799					
		CN	AD 4-5474	200	3	No Service		Rc Tc MKC
EPHRATA, WASH.	EPH	AIRX	SK 4-4311					
		WC	SK 4-2522	150	3,54	No Service		Tc GEG
ERIE ORDANCE DEPOT, OHIO		.....	See Toledo, Ohio					

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ERIE, PA.	ERI	AIRX	GL 2-3623					
		AL	TE 3-9864	200	3,19	.60	1.35	Rc T G C
		LC	TE 8-2034	150	3,9	"	"	" " " "
		MO	TE 3-7754	200	9	"	"	" " " "
ESCANABA, MICH.	ESC	AIRX	397					
		NO	ST 6-1362	200	3	No Service		Rc Tc
ETHAN ALLEN A.F.B., VT.			.....	See Burlington, Vt.				
EUGENE, ORE.	EUG	AIRX	DI 5-8716					
		UA	DI 4-4221	300	9	.45	.95	R T G OTH
		WC	DI 5-8506	150	3,54	"	"	" " " "
EUREKA, CALIF.	ACV	AIRX	HI 3-0115					
		PC	TE 9-1521	200	3,19	.80	1.60	Rc Tc C
EVANSVILLE, IND.	EVV	AIRX	HA 5-7285					
		DL	HA 4-4771	300	9	.55	1.60	R T G C
		EA	HA 2-7880	200	52,19,10	"	"	" " " "
		LC	HA 3-7746	150	3	"	"	" " " "
FAIRBANKS, ALAS.	FAI	AIRX						
		AS	4220	1000	3,5	1.00	2.00	.....
		NC	.....	...	.....	"	"	.....
		PAA	3262	1100	6,50,53	"	"	.....
FAIRMONT, MINN.	FRM	AIRX	402					
		NO	235-6609	200	3	No Service		MSP
FAIRMONT, W.VA.	CKB	AIRX	196-W-1					
		LC	366-4760	See Clarksburg, W. Va.				
FALLBROOK NAVAL AMMUNITION DEPOT, CALIF.				See San Diego, Calif.				
FALL RIVER, MASS.	EWB	AIRX	OS 7-9341					
		NE	OS 6-1101	See New Bedford, Mass.				
FARGO, N.D.	FAR	AIRX	AD 5-5503					
		NW	AD 5-4277	200	6,52	No Service		R T MSP
		NO	AD 2-3234	200	3	"	"	" " "
FARMINGTON, N.M.	FMN	AIRX	DA 5-2732					
		FL	DA 5-0681	200	3,9	No Service		Rc Tc DEN
FAYETTEVILLE, ARK.	FYN	AIRX	HI 2-2641					
		CN	HI 2-7306	200	3	.50	1.10	T MKC
FAYETTEVILLE, N.C.	FAY	AIRX	HE 2-7171					
		NA	HE 2-8157	200	9	.55	1.10	Rc T G RDU
		PI	HE 2-4171	100	3	"	"	" " " "
FINDLAY, OHIO		AIRX	GA 2-0561					
		LC	422-7313	150	3	.80	1.60	.....
FITCHBURG, MASS.	FIT	AIRX	DI 2-4032					
		NE	2-6785	200	3	No Service		R Tc ORH
FLAGSTAFF, ARIZ.	FLG							
		BL	PR 4-7373	200	54	No Service		Rc DUG
		FL	PR 4-6601	200	3	"	"	" "
FLINT, MICH.	FNT	AIRX	CE 2-3167					
		NO	CE 8-9667	200	9	.55	1.60	Rc YIP
		UA	CE 5-4037	200	22,6	"	"	" "
FLORENCE, ALA.	MSL	AIRX	AT 2-3201					
		EA	EV 3-3521	See Sheffield, Ala.				
FLORENCE, S. C.	FLO	AIRX	MO 9-6355					
		EA	MO 2-2582	200	19	.55	1.10	Rc T G CHS
FONTANA, CALIF. (E)	FON	AIRX	VA 2-1547					
		LX	.....	200	20	No Service		.....
FORDLAND A.F.S., MO.			.....	See Springfield, Mo.				
FORESTVILLE, P.Q.	YFE	CP	.....	400	1,3,6,9	...	....	.....
FORT BAKER, CALIF.			.....	See San Francisco, Calif.				
FORT BANKS, Mass.			.....	See Boston, Mass.				
FORT BELVOIR, VA.			.....	See Washington, D. C.				
FORT CAMPBELL, TENN.			.....	See Clarksville, Tenn.				
FORT DETRICK, MD.			.....	See Baltimore, Md.				
FORT DEVENS, MASS.			.....	See Worcester, Mass.				
FORT DIX, N.J.			.....	See Philadelphia, Pa.				
FORT DODGE, IA.	FOD	AIRX	5-8611					
		OZ	7-4311	200	3,54	No Service		.....
FORT EUSTIS, VA.			.....	See Newport News, Va.				
FORT GOOD HOPE, NWT		CP	.....	200	1,3,6,9	...	....	.....
FORT GORDON, GA.			.....	See Augusta, Ga.				
FORT HANCOCK, N.J.			.....	See Newark, N. J.				
FORT HOOD, TEX.			.....	See Temple, Tex.				
FORT HUACHUCA, ARIZ.			.....	See Douglas, Ariz.				
FORT LAUDERDALE, FLA.		AIRX	JA 2-4701					
	FLL	NE	JA 4-8631	200	6,55	.90	1.80	Rc T AC
		EA	JA 3-8546	200	10	"	"	" " "
		NA	JA 4-2503	200	6	"	"	" " "
		NW	JA 4-2064	200	52	"	"	" " "
		UA	NE 4-0601	See Miami, Fla.				
FORT LEAVENWORTH, KAN.			.....	See Kansas City, Mo.				
FORT LEE, VA.			.....	See Richmond, Va.				
FORT LEONARD WOOD, MO.		CN	.....	See St. Louis, Mo.				
FORT LINCOLN, N.D.			.....	See Bismark, N. D.				
FORT MacARTHUR, CALIF.			.....	See Los Angeles, Calif.				
FORT MEADE, MD.			.....	See Baltimore, Md.				
FORT MONMOUTH, N.J.			.....	See Newark, N. J.				
FORT MONROE, VA.			.....	See Newport News, Va.				

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
FORT MYER, VA.			.....	See Washington, D. C.				
FORT MYERS, FLA.	FMY	AIRX	ED 2-8571					
		MA	WE 6-2103	400	9,52	.55	1.10	Rc Tc TPA
		ED	ED 2-8061	6000	Demand Service			
FORT POLK, LA.			.....	See Alexandria, La.				
FORT NELSON, B.C.	YYE	CP	.....	200	6,9	...	....	Tc C
FORT PIERCE, FLA.	FPR							
		ND	VB 2345	6000	Demand Service			
FORT RILEY, KAN.	MHK	AIRX	2-6159					
		CN	HE 9-2400	See Manhattan, Kans.				
FORT RICHIE, MD.			.....	See Hagerstown, Md.				
FORT RUCKER, ALA.			.....	See Dothan, Ala.				
FORT SHERIDAN, ILL.			.....	See Chicago (ORD), Ill.				
FORT SILL, OKLA.	LAW	AIRX	8127					
		CN	37-264	See Lawton, Okla.				
FORT SLOCUM, N.Y.			.....	See New York, N. Y.				
FORT SMITH, ARK.	FSM	AIRX	SU 3-4139					
		BN	MI 6-3451	500	9	.40	.85	R T MEM
		CN	SU 2-3004	200	3	"	"	" " "
FORT STEWART, GA.			.....	See Savannah, Ga.				
FORT STOCKTON, TEX.	FST	AIRX	ED 6-4271					
FORT ST. JOHN, B.C.	XYJ	CP	117	500	6,9	...	....	Tc
FORT WAYNE, IND.	FWA	AIRX	AN 3-476					
		DL	HA 3352	200	9	.75	1.50	R Tc G TOL
		TW	HA 2204	250	8	"	"	" " " "
		UA	SH 3133	400	5,6,22	"	"	" " " "
FORT WILLIAMS, ONT.	YQT	NO	MA 2-4502	200	3	.50	1.00	Rc Tc C
		TC	2-0641	200	22	"	"	" " "
FORT WORTH, TEX.	ACF	AIRX	ED 2-2301					
		AA	AT 4-2551	600	9,5,10,50, 52,53a,50c	.65	1.40	R T G DAL
		BN	AT 4-3261	500	9,52,10	"	"	" " " "
		CO	AT 4-3861	200	3,22	"	"	" " " "
		CN	AT 4-2971	200	3	"	"	" " " "
		DL	AT 4-6611	400	9,5,10, 53	"	"	" " " "
		EA	BU 3-4201	200	52	"	"	" " " "
		TT	AT 4-3465	150	3	"	"	" " " "
FRANCIS E. WARREN A.F.B., WYO			.....	See Cheyenne, Wyo.				
FRANKLIN, PA.	FKL	AIRX	ID 2-8116					
		AL	ID 2-2264	200	3	.55	1.60	Rc
FRANKFORT, KY.	FFT	AIRX	CA 7-2410					
		PI	CA 7-9636	100	3	No Service		Rc Tc SDF
FREDERICTON, N.B.	YFC	TC	6613	200	22	.50	1.00	Rc T C
FRESNO, CALIF.	FAT	AIRX	AM 4-2843					
		TW	AD 7-6174	250	8	.60	1.50	R T G SFO
		UA	CL 1-5522	300	9	"	"	" Tc " "
FROBLISHER BAY		MAR	.....	500	1,3,4	...	....	.....
FULLERTON, CALIF. (E)	FUL	AIRX	KE 5-6850					
		LX	.....	200	20	...	....	.....
GADSDEN, ALA.	GAD	AIRX	LI 3-2556					
		SO	LI 6-5285	200	3	.75	1.50	.....
GAINESVILLE, FLA.	GNV	AIRX	FR 6-3033					
		EA	FR 2-0481	200	19	No Service		R Tc JAX
GALESBURG, ILL.	GBG	AIRX						
		OZ	DI 3-1131	200	3	No Service		Rc
GALLUP, N.M.	CUG	AIRX	UN 3-5161					
		FL	UN 3-3312	200	3	No Service		Rc T ELP
GALVESTON, TEX.	GLS	AIRX	SO 3-8891					
		TT	5-5062	150	3	.55	1.10	.....
GAMBELL, ALAS. (E)	GAM	AS	.....	500	3	...	....	.....
GANDER, NFLD.	YQX	KLM (F)	.....	100	.....	...	....	Rc Tc A
		MAR	935	500	1,3,4	...	....	R T A
		SK (F)	.....	...	.....	...	....	Rc Tc A
		SN (F)	.....	...	15	...	....	" " "
		SR (F)	723	600	6	...	....	" " "
		TC	913	500	22,53c,57	.50	1.00	" " "
GARDEN CITY, KAN.	GCK	AIRX	3641					
		CN	.....	...	.....	No Service		Rc Tc DEN
GLADEWATER, TEX.	GGG	AIRX	2490					
		TT	MI 3-2241	See Longview, Tex.				
GLASGOW, MONT.	GGW	AIRX	AC 8-2912					
		FL	AC 8-2446	200	3	No Service		Rc Tc GTF
GLENDIVE, MONT.	GDV	AIRX	EM 5-2080					
		FL	EM 5-3146	200	3	No Service		R T GTF
GLENS FALLS, N.Y.	GFL	AIRX	FE 5-3376					
		MO	774-4628	200	3	.55	1.35	Rc Tc ALB
GOODFELLOW A.F.B., TEX.			.....	See San Angelo, Tex.				
GOODLAND, KAN.		CN	.....	...	.....	No Service		.....
GOOSE BAY, LAB.	YYR	TC	.....	500	7,57	No Service		.....
		MAR	6-2121	...	.....	...	....	.....
GRAND CANYON, ARIZ.	VLE	AIRX	3					
		BL	VA 3	200	Seasonal	No Service		.....
GRAND FORKS, N.D.	GFK	AIRX	4-7771					
		NO	772-1711	200	3	No Service		R T A
		NW	4-3629	200	6	"	"	Rc " "
GRAND FORKS A.F.B., N. D.			.....	See Grand Forks, N. D.				

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
GRAND ISLAND, NEB.	GRI	AIRX	DU 2-3216					
		FL	DU 2-2750		9	No Service		R Tc DEN
GRAND JUNCTION, COLO.		AIRX	CH 3-2532					
	GJT	FL	CH 2-5879	200	3,9	.80	1.10	Rc DEN
		UA	CH 3-3112	200	5	"	"	" "
GRAND PRAIRIE, ALTA.	YQU	CP	2031	200	9	...	....	Rc Tc
GRAND RAPIDS, MICH.	GRR	AIRX	CH 3-5689					
		FT	CH 1-2221	Served through Detroit, Mich.				
		FT				.65	1.25	
		LC	CH 1-4477	150	3	.55	1.35	R T G MKG
		NO	GL 2-6985	200	3	"	"	" " " "
		UA	CH 3-0108	400	22,5,6	"	"	" " " "
GRANITE CITY ENGINEER DEPOT, ILL.				See St. Louis, Mo.				
GREAT BEND, KAN.	GBD	AIRX	GL 3-4431					
		CN	.....	...	.....	No Service		Rc Tc
GREAT FALLS, MONT.	GTF	AIRX	GL 3-5468					
		FL	GL 3-4844	200	3	.60	1.25	R T G AC
		NW	GL 3-6501	200	52,6	"	"	" " " "
		WA	GL 3-4355	200	6	"	"	" " " "
		WC	GL 4-1396	150	3	"	"	" " " "
GREEN BAY, WISC.	GRB	AIRX	HE 2-7795					
		NO	GY 4-3438	200	3,9	.65	1.45	Rc Tc C
GREENSBORO, N.C.	GSO	AIRX	BR 3-1941					
		EA	CY 9-1131	200	19,9,52, 10	.75	1.50	R T G INT
		PI	CY 9-2141	100	3	"	"	Rc " "
		UA	CY 9-0334	200	22	"	"	" " " "
GREENVILLE, MISS.	GLH	AIRX	2-8195					
		SO	2-2612	100	3	No Service		Rc
GREENVILLE, S.C.	GRL	AIRX	CE 2-3851					
		DL	CE 2-8213	200	9	.50	1.00	R T G ATL
		EA	CE 9-3061	200	19,9,52	"	"	" " " "
		SO	CE 3-0173	100	3	"	"	" " " "
GREENWOOD, MISS.	GRW	AIRX	123					
		SO	GL 3-1623	100	3	.40	.85	R T MEM
GREENWOOD, S.C.	GRD	AIRX	OR 3-3156					
		SO	9-3191	100	3	No Service		.....
GRINDSTONE		MAR	.....	500	1,3,4	...	....	.....
GROSSE ILE.N.A.S., MICH.			.....	See Detroit, Mich.				
GROTON COAST GUARD TRAINING STATION, CONN.			See					
GULFPORT, MISS.	GPT	AIRX	UN 3-3891					
		SO	UN 4-2323	100	3	.55	1.10	Rc Tc C
GUYMON, OKLA.	GUY	AIRX	38					
		CN	672	200	3	.55	1.10	.....
GUNNISON, COLO.	GUC	AIRX	317					
		FL	145	200	3	No Service		R Tc DEN
HAGERSTOWN, MD.	HGR	AIRX	RE 9-6410					
		AL	RE 3-6700	200	3,19	.80	1.10	Rc G
HAILEY, IDA.	SUN	AIRX	3932					
		WC	340	150	3	See Ketchum, Ida.		
HALIFAX, N.S.	YXF	TC	2-7411	500	22,53c,57,50	1.00		Rc Tc C
		MAR	6-2306	500	3,1,4	...	....	R T A
HAMILTON, ONT.	YYZ	TC	.....	...	7,12,13, 22,53	1.10	2.00	A
HAMPTON, VA.	PHF		.....	See Newport News, Va.				
HANCOCK, MICH.								
		NO	0063	See Houghton, Mich.				
HANNIBAL, MO.	HNN	AIRX	881					
		OZ	TU 5-3211	See Quincy, Ill.				
HARLINGEN, TEX.	HRL	AIRX	GA 3-0038					
		TT	GA 3-4200	150	3	.55	1.10	SAT
HARRISBURG, PA.	HAR	AIRX	CE 8-5244					
		AL	CE 8-9426	200	3,19	.45	1.60	R Tc G BAL
		TW	CE 4-3136	250	8	"	"	" " " "
		UA	CE 6-7995	200	3	"	"	" " " "
HARRISON, ARK.	HRO	AIRX	EM 5-5323					
		CN	EM 5-5475	200	3	No Service		STL
HARRISONBURG, VA.	SHD	AIRX	4-2292					
		PI	WC 2761	100	3	.70	1.40	Rc Tc DCA
HARTFORD, CONN.	HDL							
		AA	JA 2-6193	3000	9,15,5, 52	.65	1.40	R Tc G C
		AL	JA 2-3084	200	9	"	"	" " " "
		EA	JA 2-1854	200	19,10,7, 52	"	"	" " " "
		FT	JA 2-3145	10000	23	"	"	" " " "
		NE	CH 9-7693	200	3	"	"	" " " "
		TW	NA 3-5581	250	8,7	"	"	" " " "
		UA	CH 9-1311	6000	10,15,6, 50c,56	"	"	" " " "
HASTINGS, NEB.	HSI	AIRX	2-6011					
		FL	2-2312	200	3	No Service		CMA
HATTIESBURG, MISS.	HBG	AIRX	JU 4-6541					
		SO	JU 2-1643	100	3	.55	1.10	R Tc MSY
HAYS, KAN.		CN	.....	...	.....	No Service		.....
HAY RIVER, N.W.T.	YHY	PN	.....	200	3,4,1	...	....	.....
HAZLETON, PA.	HZL	AIRX	GL 4-0261					
		AL	GL 5-5817	200	3	.55	1.35	.....
HAVRE, MONT.	HVR	AIRX	265-2111					
		FL	265-7911	200	3	.90	1.85	Rc Tc GTF
HELENA, ARK.	HEE							
HELENA, MONT.	HLN	AIRX	HI 4-3232					
		NW	824-255	200	6	.45	1.10	R T G GTF
		WA	HI 2-8550	200	6	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
HENDERSONVILLE, N.C.	AVL	AIRX	CX 6916					
		PI	CX 3-3696	See Asheville, N. C.				
		UA	AL 2-2404	See Asheville				
HERRIN, ILL.		MWA	AIRX	HE 7501	See Marion, Ill.			
HIBBING, MINN.	HIB	AIRX	AM 2-2521					
		NO	AM 3-7847	200	3	.65	1.55	Rc Tc
HICKORY, N.C.	HKY	AIRX	DI 5-4119					
		PI	DI 5-3285	100	3	No Service		R Tc INT
HIGH POINT, N.C.	GSO	AIRX	2-1915					
		EA	88-28145	See Greensboro, N. C.				
		PI	88-31778	"	"	"	"	
		UA	88-26878	"	"	"	"	
HOBBS, N. M.	HOB	AIRX	EX 3-5933					
		CO	EX 3-5414	200	3	.65	1.35	Rc ELP
HOLLOMAN A.F.B., N. M.			.....	See Alamagordo, N. M.				
HOMER, ALAS.	HOM	PN	22-111	...	3	.75	1.00	.....
HONOLULU, H.	HNL	AIRX	HO 6-6167					
		HA	85-911	600	11,10	...	....	Tc C
		JL	HO 8-1811	200	6,10	...	....	" "
		NW	853-425	300	50c	.65	1.25	" AC
		PAA	58-221	5500	10,50,15, 53	...	....	" "
		UA	HO 8-1811	200	53	...	....	" C
HOPKINSVILLE, KY.		AIRX	TU 5-5505	See Clarksville, Tenn.				
HOQUIAM, WASH.	HQM	AIRX	LE 2-6600	See Aberdeen, Wash.				
HOT SPRINGS, ARK.	HOT	AIRX	NA 3-1821					
		CN	NA 4-1284	200	3	.55	1.25	R Tc MEM
		DL	NA 3-1671	300	9	"	"	" " "
		TT	NA 3-8501	150	3	"	"	" " "
HOUGHTON, MICH.	CMX	AIRX	602					
		NO	0063	200	3	.80	1.60	Rc Tc C
HOULTON, ME.	HUL	AIRX	3566					
		NE	2254	200	3	.35	.75	R Tc C
HOUSTON, TEX.	HOU	AIRX	GL 4-3793					
		AA	MI 9-1457	250	5	.60	1.40	R T G C
		BN	GL 4-2686	500	9,5,52,6, 10,50,50c	"	"	" " " "
		CO	GL 4-8531	400	5,6,3,10, 22,50	"	"	" " " "
		DL	GL 4-2646	6000	9,10,19, 53,55,1a	"	"	" " " "
		EA	GL 4-2661	6000	9,10,52, 23,53b	"	"	" " " "
		KLM	CA 4-1701	660	53	"	"	" " " "
		NA	GL 4-8564	6000	52,10,53,23	"	"	" " " "
		PAA	CA 3-4131	1100	50,4,53	"	"	" " " "
		TT	MI 9-1218	150	3	"	"	" " " "
HUNTER LIGGETT MILITARY RESERVATION, CALIF.			See Monterey, Calif.					
HUNTINGTON, W.VA.	HTW	AIRX	JA 5-5169					
		AL	GL 3-1331	200	3,19	.50	1.60	Rc Tc G CVG
		EA	3-9476	200	19	"	"	" " " "
		PI	GL 3-1356	100	3	"	"	" " " "
HUNTSVILLE, ALA.	HSV	AIRX	JE 4-4533					
		EA	4680	200	19	.85	1.65	R T HSM
		SO	JE 6-6383	200	3	"	"	" "
		UA	JE 6-5291	200	22	"	"	" "
HURLEY, N. M.	SVC	AIRX	538-9481	See Silver City, N. M.				
HURON, S. D.	HOM	AIRX	EL 2-8660					
		NO	EL 2-2910	200	3	No Service		R Tc MSP
		WA	EL 2-8601	200	6	"	"	" " "
HUTCHINSON, KAN.	HUT	AIRX	MO 2-3671					
		CN	.....	...	.....	.60	1.35	Rc Tc G MKC
HYANNIS, MASS.	HYA	AIRX	SP 5-1600					
		NE	SP 5-1800	200	3	No Service		R T EWB
IDAHO FALLS, IDA.	IDA	AIRX	JA 2-5075					
		WC	JA 2-2695	150	3	.45	1.10	R Tc G GTF
		WA	JA 2-8161	200	6	"	"	" " " "
IMPERIAL, NEB.	IML	AIRX	TU 2-4927					
		FL	TU 2-4780	200	3	No Service		DEN
INDEPENDENCE, KAN.		CN	.....	...	.....	No Service		.....
INDIANAPOLIS, IND.	IND	AIRX	ME 5-1085					
		AA	CH 1-2545	600	9,5,52	.55	1.50	R T G A
		DL	CH 1-3333	400	9,19,5	"	"	" " " "
		EA	CH 4-9521	200	9,19,52, 10	"	"	" " " "
		LC	CH 1-8204	150	3,9	"	"	" " " "
		OZ	ME 804909	200	3,54	"	"	" " " "
		RD	CH 1-8288	6000	1,2	"	"	" " " "
		TW	ME 4-3438	4000	8,23,55	"	"	" " " "
INT'L. FALLS, MINN.	INL	AIRX	AT 3-3731					
		NO	AT 3-3871	200	3	No Service		Rc Tc C
INYOKERN, CALIF.	IYK							
IOWA CITY, IOWA	IOW	AIRX	3197					
		OZ	338-3604	200	3,43	.60	1.05	R Tc PIA
IRON MOUNTAIN, MICH.		AIRX	774-1727					
	IMT	NO	774-5050	200	3	No Service		Rc Tc
IRONWOOD, MICH.	IWD	AIRX	24					
		NO	741	200	3	No Service		Rc Tc
ISLIP, N.Y.	ISP	AIRX	BR 3-4551					
		AL	BO 9-7771	200	9	.85	1.60	.....
ITHACA, N.Y.	ITH	AIRX	2-2531					
		MO	3351	200	9,3	.55	1.10	Rc Tc G SYR

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
JACKSON, MICH.	JXN	AIRX	ST 9-7176					
		NO	ST 9-6125	200	3	.55	1.10	Rc Tc
		LC	ST 3-2791	150	3	"	"	" "
JACKSON, MISS.	JAN	AIRX	FL 2-6825					
		DL	2-0866	400	9,5,8	.55	1.35	R Tc MSY
		SO	FL 2-8899	100	3	"	"	" " "
		TT	FL 4-3591	...	3,19	"	"	" " "
JACKSON, TENN.		AIRX						
		SO	2-5416	100	3	No Service		.....
JACKSON, WYO.	JAC	AIRX	.....					
		FL	310	200	3,9	.75	1.35	Rc Tc G GTF
JACKSONVILLE, FLA.	JAX	AIRX	EL 4-0585					
		DL	EL 6-0484	400	5,8	.65	1.25	R T G C
		EA	EL 6-5661	200	9,10,7, 19,52	"	"	" " " "
		NA	EL 3-1586	400	9,5,6,52	"	"	" " " "
		NE	EL 5-6611	200	6	"	"	" " " "
		SO	EL 4-7833	200	3			
		RD	.....	6000	Demand Service			
		UA	EL 4-0641	400	22,56	.65	"	" " " "
JAMESTOWN, N.Y.	JHW	AIRX	7964					
		AL	JA 4-1118	200	3,19	.55	1.45	Rc BUF
JAMESTOWN, N.D.	JMS	AIRX	CL 2-1760					
		NW	CL 2-3320	200	52	No Service		Rc T MSP
JANESVILLE, WISC.	JVL	AIRX	FI 2-1463					
		NO	FL 4-5293	See Beloit, Wisc.				
JEFFERSON CITY, MO.	JEF	AIRX	6-8191					
		OZ	6-2350	200	3,54	.60	1.20	Rc
JEFFERSON PROVING GROUND, INC.		.....	See Louisville, Ky.					
JOHNSON CITY, TENN.	TRI	AIRX	WA 8-3251					
		PI	WA 8-3161	See Bristol, Va.				
JOHNSTOWN, PA.	JST	AIRX	7-5309					
		AL	JO 9-1144	200	3,19	.55	1.35	R G
JOLIET ARSENAL, ILL.		.....	See Chicago (MDW), Ill.					
JOPLIN, MO.	JLN	AIRX	MA 3-4437					
		AA	MA 3-7085	250	9	.40	.85	R Tc G MKC
		CN	MA 3-2110	200	3	"	"	" " " "
		OZ	MA 3-1817	200	3,54	"	"	" " " "
JUNEAU, ALAS.	JNU	AC	.....	...	.....	...	....	 C
		ELLIS	.....	...	.....	...	....	"
		PN	6-1455	...	4,8,16	1.00	1.00	"
		PAA	6-1400	550	6	...	....	"
JUNCTION CITY, KAN.	MHK	AIRX	CE 8-2611					
		CN	CE 8-4741	See Manhattan, Kans.				
KALAMAZOO, MICH.	AZO	AIRX	FI 5-7163					
		LC	FI 9-2669	150	3	.55	1.20	.....
		NO	FI 9-5237	200	3	"	"	.....
KALISPELL, MONT.	FCA	AIRX	SK 6-5939					
		NW	.....	...	.....	.55	1.10	Rc Tc GEG
		WC	SK 6-5053	150	3	"	"	" " "
KAMLOOPS, B.C.	LKA	CP	109	200	3	...	....	Rc Tc C
KANAB, UTAH		AIRX	.....					
KANSAS CITY, MO.	MKC	AIRX	GR 1-3906					
		BN	GR 1-4740	2000	9,1,22,10,50,52,50c	75	1.70	R T G AC
		CO	GR 1-3705	200	3,10,22, 50	"	"	" " " "
		CN	BA 1-7613	200	3	"	"	" " " "
		DL	GR 1-7613	300	9	"	"	" " " "
		FL	VI 2-6252	200	3,9	"	"	" " " "
		OZ	GR 1-6515	200	3,54	"	"	" " " "
		TW	GR 1-4400	4000	50,7,23, 55.50c	"	"	" " " "
		UA	GR 1-1133	400	10,50c	"	"	" " " "
KANKAKEE ORDANCE WORKS, ILL.		.....	See Chicago, Ill.					
KEARNEY, NEB.	EAR	AIRX	CE 4-0501					
		FL	CE 6-2921	200	3	No Service		DEN
KEENE, N.H.	EEN	AIRX	EL 2-0603					
		MO	1910	100	3	.65	1.10	Rc Tc BOS
		NE	EL 2-1030	200	3	"	"	" " "
KEESLER A.F.B., MISS.		.....	See Gulfport, Miss.					
KELOWNA, B.C.	YWK	CP	6025	200	3	.25	.85	.....
KENAI, ALAS.	ENA	PN	206	200	3	.75	1.00	.....
KENNEWICK, WASH.	PSC	AIRX	LI 7-4242					
		PC	.....	See Pasco, Wash.				
KERRVILLE, TEX.	ERV	AIRX	CL 7-4536					
KETCHIKAN, ALAS.	KTN	PAA	3131	550	6	...	....	.....A
		PN	3138	...	8,16	...	....	.....A
KETCHUM, IDA.	SUN	AIRX	3932					
		WC	340	150	.....	.60	1.25	.....
KEY WEST, FLA.	EYW	AIRX	CY 6-6651					
		NA	CY 6-5510	400	9	.85	1.80	R Tc AC
K.I. SAWYER A.F.B., MICH.		.....	See Marquette, Mich.					
KILGORE, TEX.	GGG	AIRX	2711					
		TT	6331	See Longview, Tex.				
KIMBERELY, B.C.	YXC	CP	LU 2-3511	200	9	No Service		.....
KING SALMON, ALAS.	AKN	PN	.....	200	3	.60	1.00	.....
KINGMAN, ARIZ.	IGM	AIRX	SK 3-2998					
		HL	SK 3-3630	200	54	.75	1.50	Rc Tc LAX
KINGSBURG ORDANCE PLANT, INC.		.....	See South Bend, Ind.					
KINGSFORD, MICH.		AIRX	.....					
		NO	774-5050	See Iron Mountain, Mich.				
KINGSPORT, TENN.	TRI	AIRX	CI 5-5731					
		PI	CI 6-4107	See Bristol, Tenn.				
		SO	.....	See Bristol, Tenn.				
KINGSTON, N.C.	ISO	AIRX	3918					
		PI	JA 3-5199	100	9	.55	1.10	Rc Tc MDU
KIRKSVILLE, MO.		AIRX	.....					
		OZ	MO 5-8338	...	.....	.70	1.40	.....
KITIMAT, B.C.	YKI	CP	220	200	3,9	No Service		C
KLAMATH FALLS, ORE.	LMT	AIRX	TU 4-5814					
		WC	TU 2-4626	150	3,54	.55	1.50	R Tc OTH
KNOXVILLE, TENN.	TYS	AIRX	3-6175					
		AA	V-6264	500	9,5	.60	1.25	Rc Tc G CHA
		DL	7-6661	400	9	"	"	" " " "
		PI	577-2531	100	3	"	"	" " " "
		SO	577-7561	200	3	"	"	" " " "
		UA	597-5521	200	22	"	"	" " " "
KODIAK, ALAS.	KDI	PN	4131	...	3	.75	1.00	.....
KOKOMO, IND.	OKK	AIRX	GL 2-5626					
		LC	GL 7-5591	150	3	.55	1.45	Rc
KOTZEBUE, ALAS. (E)	OTZ	AS	.....	500	3	...	....	.....
KRACKLAND A.F.B., TEX.		.....	See San Antonio, Tex.					
LACONIA, N.H.	LCI	AIRX	150					
		NE	LA 4-5313	200	3	No Service		Rc LWM
LA CROSSE, WISC.	LSE	AIRX	2-8286					
		NO	4-5680	200	3	No Service		Rc Tc
LAFAYETTE, IND.	LAF	AIRX	SH 2-5068					
		LC	RI 3-1841	150	3,9	No Service		Rc
LAFAYETTE, LA.	LFT	AIRX	CE 5-8649					
		EA	CE 5-8536	200	9	.55	1.10	R G BTR
		TT	CE 4-5252	150	3	"	"	" " "
LAGUNA BEACH, CALIF.	SNA	AIRX	HY 4-2396					
		BA	.....	See Santa Ana, Calif.				
LAKE CHARLES, LA.	LKC	AIRX	HE 9-8876					
		EA	477-6330	200	9	.55	1.35	R T G C
		TT	HE 3-8511	150	3	"	"	" " " "
LAKE CITY A.F.S., TENN.		.....	See Knoxville, Tenn.					
LAKELAND, FLA.	LAL	AIRX	MU 4-1091					
		NA	MU 6-3129	200	3	.75	1.50	Rc Tc G TPA
		RD	MU 3-5875	6000	Demand Service			
LAKEVIEW, ORE.	LKV	AIRX	JU 8-3003					
		WC	WH 7-2211	150	3	.55	1.10	Rc Tc PDX
LAKE PLACID, N.Y.	SLK	AIRX	LP 407					
LAMAR, COLO.	LAA	AIRX	336-5761					
		CN	167	200	3	No Service		DEN
LANCASTER, CALIF.	WJF	AIRX	.....					
		PC	WH 8-4611	200	19,54	No Service		LAX
LANCASTER, PA.	LNX	AIRX	WH 2-3128					
		AL	LO 9-0461	200	3,19	.55	1.35	Rc G
		EA	LO 9-0446	200	19	"	"	" "
LAND O'LAKES, WISC.	LNL	AIRX	2211					
		NO	3131	Seasonal - Served through Rhinelander				
LANDER, WYO.	RIW	AIRX	.....					
		FL	UL 6-9226	See Riverton, Wyo.				
LANGLEY A.F.B., VA.		.....	See Newport News, Va.					
LANSING, MICH.	LAN	AIRX	IV 2-1109					
		NO	IV 4-7467	200	3	.55	1.35	R T G YIP
		UA	IV 5-2744	400	22,5,6,	"	"	" " " "
LARAMIE, WYO.	LAR	AIRX	FR 5-2696					
		FL	FR 5-3656	200	3,9	No Service		Rc Tc DEN
LAREDO, TEX.	LRD	AIRX	RA 3-3618					
		TT	3-3645	150	3	.45	1.35	R T AC
LAS VEGAS, NEV.	LAS	AIRX	DU 2-2132					
		HL	RE 3-2704	200	54	.75	1.45	Rc Tc G LAX
		DL	RE 3-1762	250	10	"	"	" " " "
		NA	RE 3-1339	200	52	"	"	" " " "
		*PC	RE 3-1555	200	19,54	"	"	" " " "
		TW	DU 2-7306	400	8,7,50, 55,50c	"	"	" " " "
		UA	DU 2-0505	400	5,10,50c	"	"	" " " "
		WA	DU 2-2100	200	6,52	"	"	" " " "
LAUREL, MISS.	LUL	AIRX	6212					
		SO	426-3440	100	3	.65	1.30	.....
LAURENCE G. HANSCOM FIELD, MASS.			See Lawrence, Mass.					
LAWRENCE, MASS.	LWM	AIRX	4161					
		NE	MU 3-3141	200	3	.35	.75	R Tc LWM
LAWTON, OKLA.	LAW	AIRX	EL 0-154					
		CO	EL 3-4512	200	3	No Service		Rc T DAL
		CN	EL 3-8600	200	3	"	"	" " "
LEMMON, S.D.		AIRX	138					
		HL	374-3631	200	3	.55	.85	OTF
LEMOORE N.A.S., CALIF.		.....	See Visalia, Calif.					
LETHBRIDGE, ALTA.	YLE	TC	FA 7-2711	300	3,22	.35	.75	Rc Tc C
LETTERKENNY ORDANCE DEPOT, PA.		.....	See Hagerstown, Md.					
LEWISTON, IDA.	LWS	AIRX	SH 3-3061					
		WC	SH 3-1545	150	3	No Service		R Tc GEG

* Single plane service not permitted between LAS and LAX

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
LEWISTON, ME.	LEW	AIRX	4-4423					
		ME	ST 3-2031	200	3	.55	1.10	Rc Tc PWM
LEWISTON, MONT.	LWT	AIRX	KE 8-3615					
		FL	KE 8-9621	200	3	.35	1.50	Rc Tc GTF
LEXINGTON SIGNAL DEPOT, KY.			.....	See Lexington, Ky.				
LEXINGTON, KY.	LEX	AIRX	2-1314					
		DL	4-5569	250	9,3	.65	1.60	Rc Tc G CVG
		EA	4-6795	200	19,7,9	"	"	" " " "
		PI	5-1920	100	3	"	"	" " " "
LIBERAL, KAN.	LBL	AIRX	MA 4-3661					
		CN	MA 4-5671	200	3	No Service		T
LIMA, OHIO	LIA	AIRX	CA 6-2051					
		LC	CA 5-0075	150	3	.80	1.60	.....
LINCOLN, NEB.	LNK	AIRX	HE 2-3261					
		FL	HE 2-5391	200	3,9	.55	1.25	R Tc CMA
		UA	HE 5-4371	400	6,10,5	"	"	" " "
LITTLE ROCK, ARK.	LIT	AIRX	FR 2-6116					
		AA	FR 4-9333	250	5,10,52	.45	1.10	R T G MEM
		BN	FR 2-0207	500	9	"	"	" " " "
		CN	FR 4-6418	200	3	"	"	" " " "
		DL	FR 4-2040	300	9	"	"	" " " "
		TT	FR 4-6312	150	3	"	"	" " " "
LOGAN, UTAH	LGU	AIRX	SK 2-2422					
		WC	SK 2-5301	150	3	.50	1.50	Rc T OTF
LOGANSPORT, IND.	OKK	AIRX	3396					
		LC	CL 7-5991	See Kokomo, Ind.				
LONDON, KY.	LOZ	AIRX	VO 4-4320					
		PI	VO 4-2250	100	3	.40	.85	SDF
LONDON, ONT.	YXU	TC	2-3491	400	22	.50	1.00	Rc Tc C
LONG BEACH, CALIF.	LGB	AIRX	GA 4-8621					
		LX(X)	ZE 7511	200	20	...	....	Rc T LAX
		UA	HA 1-8214	200	9	.90	1.65	R T "
		WA	HA 1-8271	200	52	"	"	" " "
LONGHORN ORDANCE WORKS, TEX.			.....	See Shreveport, La.				
LONGVIEW, TEX.	GGG	AIRX	PL 5-3521					
		TT	MI 3-2441	150	3	.50	1.35	R Tc DAL
LORDSTOWN MILITARY RESERVATION, OHIO				See Youngstown, Ohio				
LOS ANGELES, CALIF.	LAX	AIRX	SP 6-0140					
		AA	MA 6-0201	10000	5,15,10, 50,50c	.90	1.75	R T G C
		BL	SP 6-1260	200	54	"	"	" " " "
		CO	SP 6-2421	200	10,22,50	"	"	" " " "
		CMA	MA 6-8484	...	5	...	....	" " " "
		SK	OR 4-4300	1000	10	.75	1.55	" " " "
		LX	OR 0-0933	200	20	...	....	" " " "
		NA	SP 6-0293	6000	52,53,23	.90	1.75	" " " "
		DL	SP 6-0423	350	53,55,10	"	"	" " " "
		PAA	MA 4-0192	5500	15,53,50	"	"	" " " "
		*PC	SP 6-2602	200	19,54	"	"	" " " "
		SAS	.....	1320	5,6,10,9	...	....	" " " "
		TW	MI 9441	7500	8,7,23, 50,55,50c	.90	1.75	" " " "
		UA	SP 6-2000	6000	10,9,15, 5,53,50c	"	"	" " " "
		WA	SP 6-2908	200	6,50,52, 50c	"	"	" " " "
		JL		6000	50b	"	"	" " " AC
(Lockheed Air Terminal)								
		HUR AA	MA 0201	6000	5,15,10	"	"	" " " "
		FT	ST 7-3411	10000	23	"	"	" " " "
		LX(X)	ZE 7511	200	20	...	....	" " " "
		*PC	SP 6-0440	200	3,19,54	.90	1.75	" " " "
		WA	TH 2-2101	200	52	"	"	" " " "
LOUISVILLE, KY.	SDF	AIRX	EM 8-5891					
		AA	EM 8-1666	500	9,5,52	.60	1.50	R T G C
		DL	JU 2-2681	300	5,9	"	"	" " " "
		EA	EM 8-1646	200	19,9,10, 52	"	"	" " " "
		OZ	EM 6-4541	200	3,54	"	"	" " " "
		PI	EM 8-3312	100	3	"	"	" " " "
		TW	JU 3-5327	250	8	"	"	" " " "
LOVELL, WYO.	POY	AIRX	.....					
		FL	SK 4-4222	See Powell, Wyo.				
LOWRY A.F.B., COLO.			.....	See Denver, Colo.				
LUBBOCK, TEX.	LBB	AIRX	PO 3-2805					
		BN	PO 5-7428	500	9,6,52	.80	1.35	R T DAL
		CO	PO 3-4646	200	3,22	"	"	" " "
		CN	PO 3-9457	200	3	"	"	" " "
LUDINGTON, MICH.		AIRX	.....					
		NO	PA 3-2521	200	9	No Service		.....
LUFKIN, TEX.	LFK	AIRX	ME 4-3011					
		TT	3-4521	150	3	.55	1.10	Rc HOU
LYNCHBURG, VA.	LYH	AIRX	VI 7-7783					
		PI	239-2633	100	3	.80	1.85	Rc Tc G HIC
MACON, GA.	MCN	AIRX	SH 3-3236					
		DL	3-6731	250	9	.50	1.35	Rc Tc G ATL
		EA	2-8701	200	19,9	"	"	" " " "
MADISON, WISC.	MSN	AIRX	AL 5-8741					
		NO	CH 9-1223	200	3	.60	1.25	R T MKE
		NW	CH 9-4816	200	6,10,52	"	"	" " "
		OZ	CH 9-6441	200	3,54	"	"	" " "
MAGNOLIA, ARK.	AGO	AIRX	MA-81					
		TT	711	150	3	No Service		Rc Tc DAL

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Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
MANCHESTER, N.H.	MHT	AIRX	NA 5-8543					
		NE	NA 3-7201	200	6	No Service		Rc Tc BOS
MANDAN, N.D.	HIS	FL	CA 3-3272	See Bismarck, N. D.				
		NO	CA 3-5640	See Bismarck, N. D.				
MANHATTAN, KAN.	MHK	AIRX	MA 8-3930					
		CN	PR 8-2152	200	3	No Service		Rc Tc MKC
MANISTEE, MICH.		AIRX	PA 3-3231					
		NO	PA 3-2521	See Ludington, Mich.				.....
MANITOWOC, WISC.	MTW	AIRX	3397					
		NO	MU 4-5657	200	3	No Service		Rc Tc
MANKATO, MINN.	MKT	AIRX	5371					
		NO	3708	200	3	No Service		Rc Tc
MANSFIELD, OHIO	MFD	AIRX	LA 5-0361					
		LC	LA 4-7411	150	3	.80	1.60	.....
MARFA, TEX.	MRF	AIRX	95					
MARIANA, FLA.	MAI	AIRX	HU 2-2427					
		NA	HU 2-2726	100	9	.50	1.00	Rc Tc G PFN
MARIETTA, OHIO	PKB	AIRX	CA 8-6711					
		LC	DR 5-7731	See Parksburg, W. Va.				
		PI	.....	See Parksburg, W. Va.				
MARIETTA N.A.S., GA.			.....	See Atlanta, Ga.				
MARINETTE, WISC.	MNM	AIRX	.....					
		NO	UN 3-6677	See Menominee, Mich.				
MARION, ILL. (X)	MWA	AIRX	HY 3-2305					
		OZ	WY 3-5718	200	3,54	.70	1.60	Rc
MARION, IND.	MZZ	AIRX	2401					
		LC	GR 4-6585	150	3	No Service		Rc
MARION, OHIO	MNN	AIRX	2-0553					
MARQUETTE, MICH.	MQT	AIRX	CA 6-2111					
		NO	GR 5-4194	200	3	No Service		Rc Tc
MARSHALL, TEX.	ASL	AIRX	WE 5-2179					
		TT	WE 4-4336	150	3	.55	1.10	Rc DAL
MARSHFIELD, MICH.		AIRX	.....					
		NO	FU 7-1151	200	3	No Service		.....
MARTHA'S VINEYARD, MASS.		AIRX	VH 3					
	MVY	NE	VH 1400	200	3	No Service		Rc Tc BOS
MARYSVILLE, CALIF.	MYV	AIRX	SH 3-6390					
		PC	SH 3-5487	200	3,19	No Service		Rc Tc SFO
MASON CITY, IA.	MCW	AIRX	GA 3-2123					
		OZ	GA 3-2723	200	3,54	.55	1.50	R MSP
MASSENA, N.Y.	MSS	AIRX	HO 9-2728					
MATANE, P.Q.	YMQ	CBA	.....	...	.....	...	....	.....
MATTOON, ILL.	MTO	AIRX	AD 4-7940					
		OZ	AD 4-7100	200	3,54	No Service		Rc
MAYNARD QUARTERMASTER TEXT ACTIVITY, MASS.				See Boston, Mass.				
MAYO, Y.T.	YMA	CP	.....	200	3	...	....	Tc
McALESTER, OKLA.	MLC	AIRX	GA 3-5234					
		CN	GA 3-4758	200	3	No Service		Rc Tc DAL
McALLEN, TEX.	MAK	AIRX	MU 6-7811					
		TT	MU 6-3707	150	3	.55	1.10	HOU
McCOOK, NEB.	MCK	AIRX	145					
		FL	96	200	3	No Service		CMA
McGRATH, ALAS. (X)	MCG	AS	.....	1000	3,4	.35	.50	.....
MEDFORD, ORE.	MFR	AIRX	2-6433					
		PC	SP 2-6161	200	3,19	.55	1.60	Rc Tc OTH
		UA	SP 3-6233	300	9	"	"	" " "
		WC	SP 2-7269	150	3	"	"	" " "
MEDICINE HAT, ALTA.	YXH	TC	JA 6-2605	200	3	.70	.75	Rc Tc C
MELBOURNE, FLA.	MLB	AIRX	PA 3-7851					
		EA	PA 7-3331	200	19,9	.60	1.20	R Tc PHX
		NA	PA 3-6444	200	9	"	"	" " "
MEMPHIS, TENN.	MEM	AIRX	WH 8-2714					
		AA	WH 8-3374	8000	5,9,10, 15,52,50c	.55	1.35	R T G C
		BN	WH 6-8395	500	9,10	"	"	" " " "
		DL	WH 8-2606	6000	9,15,19, 1a,55	"	"	" " " "
		EA	WH 2-2489	200	19,9,10	"	"	" " " "
		SO	WH 8-1440	200	3	"	"	" " " "
		TT	WH 6-2535	150	3	"	"	" " " "
		UA	WH 8-0406	200	22	"	"	" " " "
MENOMINEE, MICH.	MNM	AIRX	UN 3-3000					
		NO	UN 3-6677	200	3	No Service		Rc Tc
MERCED, CALIF.	MCE	AIRX	RA 2-2413					
		UA	RA 2-8011	200	9	.55	1.10	Rc Tc G SFO
MERIDIAN, MISS.	MEI	AIRX	2-0242					
		DL	2-3141	300	9	.40	.85	R Tc HSM
		SO	485-5165	200	3	"	"	" " "
MEXICO CITY, D.F.	MEX	AIRX	.....					
		AA	22-12-22	600	5,10,50c	...	....	A
		BN	46-21-54	500	50,50c	...	....	"
		EA	22-77-70	200	10,53b	...	....	"
		PAA	46-46-60	1100	50,53,4	...	....	T "
		WA	46-90-40	200	6,50c	...	....	" "
		CMA	12-21-96	...	3,4,5,24	...	....	" "
		AEROMAYES	18-50-40	...	14a,4,5,8, 9	...	....	" "
		LACSA	46-46-60	...	9	...	....	" "

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
MIAMI, FLA.	MIA	AIRX	NE 5-0741					
		AVENSA	.....	...	1,6	...	....	R T AC
		AVIANCA	NE 3-2491	660	4,8	...	....	" " C
		BN	TU 7-3451	500	5,10,50	.75	1.60	R T G AC
		BA	NE 4-4573	700	22	.80	1.60	" " " "
		CU	TU 7-4341	200	1,3,8,14a," 22	"	"	" " " "
		DL	NE 5-2661	6000	5,10,1a, 53,55	.75	1.60	" " " "
		EA	NE 4-3571	6000	19,7,23, 53b,10,9, 19,52	"	"	" " " "
		GUEST	.....	200	8	...	....	.....
		KLM	FR 3-8455	660	5	.80	1.60	R T AC
		LACSA	NE 3-2491	...	1,9	...	....	" " "
		NA	TU 5-2581	6000	9,5,6,10, 52,7,23,53	.75	1.60	" " "
		NE	NE 4-6741	200	6,50,55	"	"	" " "
		NW	NE 3-6503	200	52	"	"	" " "
		PAA	FR 3-7383	5500	2,6,10,50," 15,53	"	"	" " "
		RD	TU 7-3501	10000	1,15,2	.75	"	" " G "
		RN	88-6743	10000	.....	.80	"	" " "
		TW	NE 3-6511	400	7,50	.75	"	" " "
		UA	NE 4-0601	400	50c,5,56	"	"	" " " "
MIDLAND, MICH.	MBS	AIRX	.....					
		NO	695-4091	See Saginaw, Mich.				
MIDLAND, TEX.	MAF	AIRX	MU 2-1751					
		AA	MU 4-8281	250	5	.40	1.25	Rc Tc ELP
		CO	MU 2-1114	200	3,22	"	"	" " "
MILES CITY, MONT.	MLS	AIRX	CE 2-3831					
		FL	CE 2-1401	200	3	No Service		Rc T OTF
MILWAUKEE, WISC.	MKE	AIRX	HU 1-4640					
		AA	SH 4-9855	250	9	.60	1.65	R T G C
				4000	via MDW			
		EA	HU 1-4600	200	10	"	"	" " " "
		FT	HU 3-5000	10000	Served through Chicago (MDW)			
		NO	HU 1-0500	200	3,9	.60	1.65	R T G C
		NW	HU 3-0443	2000	6,10,52, 15,50c,53b	"	"	" " "
		OZ	HU 3-0650	200	3,54	"	"	" " " "
		UA	HU 1-3800	400	22,5,6, 10,56	"	"	" " " "
MINNEAPOLIS, MINN.	MSP	AIRX	PA 2-3898					
		BN	PA 4-8748	500	9,5 50,50c	.65	1.40	R T G C
		EA	PA 1-5508	200	10	"	"	" " " "
		FT	PA 9-8321	6000	1	"	"	" " " "
		NO	PA 2-8281	200	3,9	"	"	" " " "
		NW	PA 6-2552	2000	53b,6,10, 52,15 50c	"	"	" " " "
		OZ	PA 1-4436	200	3,54	"	"	" " " "
		WA	PA 1-3383	200	6,52,50	"	"	" " " "
		UA	PA 1-1831	400	6,22,50c,56"	"	"	" " " "
MINOT, N.D.	MOT	AIRX	41-149					
		FL	TE 8-0225	200	3	.90	1.35	MSP
		NO	TE 8-2118	200	3	"	"	"
MIRAMAR N.A.S., CALIF.			.....	See San Diego, Calif.				
MISSION, TEX.	MMK	AIRX	JU 5-1762					
		TT	MU 6-3707	See McAllen, Tex.				
MISSOULA, MONT.	MSO	AIRX	LI 3-7421					
		NW	LI 3-7161	200	6,52	No Service		Rc T OTF
MITCHELL, S.D.	MHE	AIRX	WY 6-3123					
		NO	996-8283	200	3	.55	1.10	Rc Tc
MOAB, UTAH	MOK	AIRX	.....					
		FL	AL 3-6401	200	3	.70	1.35	Rc Tc DEN
MOBILE, ALA.	MOB	AIRX	HE 2-2741					
		EA	GR 9-1401	6000	7,23,52, 19	.55	1.60	R T G C
		NA	DI 2-3521	400	9	"	"	" " " "
		SO	DI 2-0733	100	3	"	"	" " " "
		UA	DI 2-1344	200	22	"	"	" " " "
MODESTO, CALIF.	MOD	AIRX	LA 2-2963					
		UA	LA 3-3211	200	9	.55	1.35	R T SFO
MOLINE, ILL.	MLI	AIRX	2-3641					
		OZ	762-7591	200	3,54	.55	1.25	R Tc PIA
		UA	962-7701	400	6,5,10	"	"	" " "
MONCTON, N.B.	YQM	TC	EV 4-9151	1000	22,57	.50	1.00	Rc Tc C
		MAR	4-9181	...	.....	...	....	.....
MONROE, LA.	MLU	AIRX	FA 2-2675					
		DL	FA 3-5116	300	9	.60	1.20	Rc Tc MSY
		SO	FA 5-4601	200	3	"	"	" " "
		TT	FA 2-4454	...	3,19	"	"	" " "
MONT JOLI, P.Q.	YYY	QBA	.....	400	3	...	....	.....
MONTAUK A.F.S., N.Y.			.....	See New York, N. Y.				
MONTE VISTA, COLO.	MVS	AIRX	MV 19					
		FL	JU 9-6311	See Alamosa, Colo.				
MONTEREY, CALIF.	MRY	AIRX	AM 2-4803					
		PC	FR 2-7571	200	19,54	.55	1.10	R Tc G SFO
		UA	FR 5-3157	300	9	"	"	" " " "
MONTGOMERY, ALA.	MGM	AIRX	AM 2-3801					
		DL	AM 4-7313	200	9	.50	1.00	R T G MSY
		EA	CH 7-7361	200	19,9,7,10	"	"	" " "
MONTPELIER, VT.	MPV	AIRX	CA 3-7101					
		NE	CA 3-2395	200	3	No Service		Rc Tc HTV
MONTREAL, QUE.	YUL	AIRX	UN 1-7311					
		AF	UN 6-8344	200	7	.35	.75	R Tc AC
		CP	UN 6-2901	500	14a	.45	1.00	" " "
		AZ	VI 2-6661	200	53c	"	"	" " "
		KLM	UN 1-3411	10000	53,10,15	"	"	" " "
		NE	ME 1-8591	200	6,50,55	.35	.75	Rc Tc A
		TC	HU 9-5781	500	7,22, 53c,57	.45	1.25	R T "
MONTROSE, COLO.	MTJ	AIRX	CH 9-3010					
		FL	CH 9-4236	200	3	No Service		Rc T DEN
MOOREHEAD CITY, N.C.	MRH	AIRX	PA 6-3272					
		PI	PA 8-4734	100	3	.35	.75	Rc Tc C
MORGANTOWN, W.VA.	MGW	AIRX	LI 2-7724					
		LC	LI 2-3301	150	3	.60	1.35	.....
MORRISTOWN, TENN.	MOR	AIRX	586-4591					
		SO	586-5750	100	3	No Service		CHA
MOSCOW, IDA.	PUW	AIRX	2-1229					
		WC	TU 3-9771	See Pullman, Wash.				
MOSES LAKE, WASH.	EPH	AIRX	RO 5-6191					
		WC	SK 4-2522	See Ephrata, Wash.				
MOULTRIE, GA.	MGR	AIRX	445					
		SO	YU 5-4048	100	3	.80	1.60	Rc
MUNCIE, IND.	MIE	AIRX	AT 8-4446					
		LC	AT 8-3629	150	3	No Service		.....
MUSKEGON, MICH.	MKG	AIRX	2-6639					
		NO	SW 8-2111	200	3	.80	1.80	R Tc G C
		UA	PE 3-1870	200	22,6	"	"	" " " "
MUSKOGEE, OKLA.	MKO	AIRX	MU 2-0191					
		CN	MU 7-5494	200	3	No Service		Rc T MKC
MYRTLE BEACH, S.C.	MYR	AIRX	HI 8-6656					
		PI	HI 8-6559	100	3	.45	.85	Rc CHS
NANTUCKET, MASS.	ACK	AIRX	702-W					
		NE	1140	200	3	No Service		Rc Tc EWB
NASHVILLE, TENN.	BNA	AIRX	AL 5-3523					
		AA	CH 2-6336	4500	5,9,10, 15,52,50c	.55	1.10	R T G C
		BN	AL 5-5323	500	10,9	"	"	" " " "
		EA	AL 5-7412	200	9,19,10,52	"	"	" " " "
		OZ	CH 2-4363	200	3,54	"	"	" " " "
		SO	AL 4-0546	200	3	"	"	" " " "
		TW	AL 4-7726	250	7	"	"	" " " "
NATCHEZ, MISS.	HEZ	AIRX	8623					
		SO	6963	100	3	.75	1.50	Rc
NAVAL ACADEMY, ANNAPOLIS, MD.			.....	See Baltimore, Md.				
NELSON, B.C.	YCG	CP	.....	200	9	.25	.60	.....
NEW BEDFORD, MASS.	EWB	AIRX	WY 6-8593					
		NE	WY 9-6441	200	3,6	.35	.75	R Tc C
NEW BERN, N.C.	EWN	AIRX	2711					
		NA	ME 7-5151	200	6	.55	1.10	Rc Tc IMN
		PI	ME 7-3972	100	3	"	"	" " "
NEW CUMBERLAND GENERAL DEPOT, PA.			.....	See Harrisburg, Pa.				
NEW HAVEN, CONN.	HVN	AIRX	MA 4-3151					
		AL	HO 7-1619	200	9,19	.55	1.25	R T C
		EA	HO 7-6311	200	19	"	"	" " "
NEW IBERIA, LA.	LFT	LC	EM 4-7371	See Lafayette, La.				
NEW LONDON, CONN.	GON	AIRX	GI 2-5363					
		AL	HI 5-7405	200	19	.80	1.60	Rc C
NEW ORLEANS, LA.	MSY	AIRX	KE 4-3077					
		BN	729-3411	500	9,5	.55	1.50	Rc T AC
		DL	KE 4-3658	6000	9,1a,5, 10,53,55	"	"	" " "
		EA	739-3601	6000	7,10,23, 53,52,9	"	"	" " "
		NA	KE 4-3616	400	9,5,6,10, 52,53	"	"	" " "
		PAA	JA 2-6391	1100	50,53	"	"	" " "
		SO	KE 7-0158	200	3	"	"	" " "
		TA	CA 8374	4500	4	"	"	" " "
		TT	721-3425	...	.....	"	"	" " "
		UA	729-3500	400	50c,22	"	"	" " "
NEW PHILADELPHIA, OHIO	PHD	AIRX	DO 4-2985					
NEW YORK, N.Y. (LaGuardia)	LGA	AIRX	MU 6-7900					
		AA	HA 4-7600	4000	5,9,52	1.00	2.00	R T G AC
		CA	TW 9-5280	200	22,8	"	"	" " " "
		EA	NE 9-8200	500	7,19,52	"	"	" " " "
		NE	IL 7-3000	200	3,6,22	"	"	" " " "
		NY	DE 5-6600	200	20,21	"	"	" " " "
		TW	OX 5-4525	250	8,7	"	"	" " " "
		UA	IL 8-4900	6000	6,22,5	"	"	" " " "
(Idlewild)		AA	HA 4-7600	10000	5,9,10,15, 50,50c,52	"	"	" " " "
		AET	OL 6-6160	550	7	....	....	.....
		AERONAVES	ST 6-7341	...	14a	....	....	.....
		AF	OL 6-5800	200	7	1.00	2.00	R T AC
		AVIANCA	ST 6-7341	660	7	....	....	" " "
		AZ	JU 2-6500	440	15,53c	1.00	2.00	" " "
		BA	OL 6-5600	11100	11,8	....	....	" " "
		BN	OL 6-5243	500	50,50c,10	1.00	2.00	" " "
		CUBANA	.....	200	3,22,7	...	....	.....
		DL	OL 6-5822	200	8,10,53, 55	1.00	2.00	R T G AC
		EA	OL 6-7020	6000	6,7,10,19, 52,23,53b	"	"	" " " "
		LH	OL 6-5560	...	7	...	....	" " "
		LY	OL 6-5290	650	8	...	....	" " "
		KLM	WH 4-3480	10000	10,15,23, 53	.55	1.75	" " "
		NA	OX 7-8181	10000	9,5,10,7 6,52.23.53	1.00	2.00	" " " "
		NE	OL 6-5398	200	6,50,55	"	"	" " " "
		NW	OL 6-5250	2000	10,53b, 52,15,50c	"	"	" " " "
		NY	DE 5-6600	200	20,21	"	"	" " " "
		PAA	EX 2-5700	5500	2,10,50, 15,53	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
NEW YORK, N.Y.	IDL							
(Idlewild Con't.)		RD	OL 6-5748	10000	1,2,15	1.00	2.00	R T G AC
		SAB	.....	440	14,9,5,15, 10	"	"	" " " "
		SB	FA 2-8900	200	58			" " " "
		SN	JU 6-1050	400	5,6,15	...	....	" " " "
		SK	OL 7-8000	1000	5,6,10	...	....	" " " "
		SR	PL 7-4433	6000	2,6	...	....	" " " "
		TC	JU 6-3210	500	22,57	1.00	2.00	" " " "
		TRC	OL 6-5997	4000	4,6,2	"	"	" " " "
		TW	OX 5-4525	7500	8,7,23, 50,55,50c	"	"	" " " "
		UA	OL 6-5777	6000	15,53, 50c,56	"	"	" " " "
(Newark)	EWR	AA	MA 3-4062	6000	9,5,15, 10,52	1.00	2.00	R T G AC
		LA	MI 3-3888	200	3,19,9	"	"	" " " "
		BN	MI 3-3073	6000	15,52	"	"	" " " "
		DL	MA 3-3543	6000	1a, 10	"	"	" " " "
		EA	MI 3-8389	6000	10,19,52	"	"	" " " "
		FTL	MA 4-3700	10000	23	"	"	" " " "
		MD	MI 2-0335	200	9,3	"	"	" " " "
		NA	MA 4-1953	400	9,5,6,10,7	"	"	" " " "
		NW	MA 4-8797	200	10,52	"	"	" " " "
		NY	MI 2-8681	200	20,21	"	"	" " " "
		TW	MA 3-5640	3500	8,7,23,50	"	"	" " " "
		UA	MA 4-8300	6000	15,10,5 22,56,6	"	"	" " " "
NEWPORT, V.T	EFK	AIRX	NE 662					
		NE	1099	200	Seasonal			Rc C
NEWPORT NEWS, VA.	PHF	AIRX	5-1253					
		NA	LY 6-1571	200	5,6	.55	1.35	Rc Tc G C
		PI	LY 6-2621	100	3	"	"	" " " "
		UA	LY 6-1141	200	6,22,5	"	"	" " " "
NIAGARA FALLS, N.Y.	IAG	AIRX	BU 5-1243			.65	1.95	
		AA	EN 9-140	Served through Buffalo, N. Y.				
		LC	.....	Served through Buffalo, N. Y.				
		MO	NF 2-3000	Served through Buffalo, N. Y.				
		AL	SP 4800	Served through Buffalo, N. Y.				
		UA	NF 2-2240	Served through Buffalo, N. Y.				
NOME, ALAS. (E)	OME	AS	MA 199	1000	3,4	.90	1.00	.....
NORFOLK, NEB.	OFK	AIRX	FR 1-9420					
		NO	371-5600	200	3	No Service		.....
NORFOLK, VA.	ORF	AIRX	MA 5-4564					
		NA	UL 3-4378	400	5,6	.55	1.25	R Tc G C
		PI	UL 5-4761	100	3	"	"	" " " "
		RD	.....	Demand Service				
		UA	UL 3-3101	400	6,22,5	"	"	" " " "
NORTH BAY, ONT.	YYB	TC	3366	500	22	.50	1.00	Rc Tc C
NORTH BEND, ORE.	OTH	AIRX	.....					
		WC	SK 9-1011	150	3	No Service		R T C
NORTH HOLLYWOOD, CALIF. (E)		AIRX	.....					
		LC	ZE 7511	200	20	...	....	LAX
NORTH PLATTE, NEB.	LBF	AIRX	151					
		FL	LE 2-3600	200	9	No Service		Rc DEN
NORWALK, CONN.		AIRX	TE 8-4708					
		NY	.....	200	19	No Service		.....
OAKLAND, CALIF.	OAK	AIRX	TE 2-5030					
		WA	LO 8-3012	200	52	.90	1.75	R T SFO
		WC	LO 2-6400	150	54	.90	1.75	R T SFO
		UA	LO 3-3134	400	9,10,5	"	"	" " "
		PG	LO 9-0133	200	3,19	"	"	" " "
OCALA, FLA.	OCA	AIRX	MA 2-4342					
		EA	MA 2-3207	200	19	.55	1.10	R Tc G TPA
OGDEN, UTAH	OGD	AIRX	.....					
ODESSA, TEX.	MAF	AIRX	FE 2-5412					
		AA	FE 7-3561	250	5	.40	1.25	Rc Tc ELP
		CO	FE 7-2371	200	9,3	"	"	" " "
OGDENSBURG, N.Y.	OGS	AIRX	24					
		MO	1226	200	3	No Service		Rc Tc C
OIL CITY, PA.	FKL	AIRX	.....					
		AL	ID 2-3125	See Franklin, Pa.				
OKLAHOMA CITY, OKLA.	OKC	AIRX	CE 2-9101					
		AA	ME 2-6378	600	5,9,10, 52,50c	.70	1.40	R T G DAL
		BN	MU 5-5113	500	9,5,52,10	"	"	" " " "
		CO	MU 5-7791	200	3,22	"	"	" " " "
		CN	MU 5-7744	200	3	"	"	" " " "
		TW	ME 8-3377	400	8,55	"	"	" " " "
OLATHE N.A.S., KAN.			.....	See Kansas City, Mo.				
OLYMPIA, WASH.	OLM	AIRX	6-4721					
		WC	FL 6-6445	150	54	No Service		Rc T C
OMAHA, NEB.	OMA	AIRX	AT 6254					
		BN	346-0682	500	9,5	.55	1.25	R T G C
		FL	346-8900	200	3,9	"	"	" " " "
		NO	341-9876	200	3	"	"	" " " "
		OZ	345-7957	200	3,54	"	"	" " " "
		UA	WE 2429	400	5,6,10,53,50c	"	"	" " " "
OMAK, WASH.	OMK	AIRX	241					
		WC	612	150	3	No Service		Rc Tc GEG
ONTARIO, ORE.	ONO	AIRX	162					
		WC	TU 9-5632	150	3	No Service		Rc Tc GEG
ONTARIO, CALIF.	ONT	AIRX	NA 2-1524					
		BL	YU 4-3381	200	54	.65	1.40	Rc Tc LAX
		WA	YU 6-1119	150	6	"	"	" " "
OPHEIM A.F.S., MONT.			.....	See Glasgow, Mont.				

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ORANGE, CALIF. (E)		AIRX	KE 8-3165					
		LX	.....	200	200	...	....	LAX
ORLANDO, FLA.	ORL	AIRX	GA 2-5192					
		DL	CH 1-4530	4000	5,1a	.60	1.20	R T G TPA
		EA	4-4524	200	9,19,7, 10,52	"	"	" " " "
		NA	GA 2-0709	5000	9,10,23,52	"	"	" " " "
		RD	GA 5-2696	6000	1,2	"	"	" " " "
OSHKOSH, WISC.	OSH	AIRX	HE 5-9440					
		NO	HE 5-3105	200	3,9	.70	1.35	Rc Tc
OSSINING, N.Y.		NY	ME 1-0056	200	20	No Service		LGA
OTIS A.F.B., MASS.			.....	See Hyannis, Mass.				
OTTAWA, ONT.	YOW	AIRX	CE 2-7371					
		EA	RE 3-5430	200	19	1.00	2.00	Rc Tc AC
		TC	CE 2-9611	300	22,57	.50	1.00	" " "
OTTUMWA, IA.	OTM	AIRX	MU 2-1824					
		OZ	MU 2-7525	200	3,54	.80	1.60	R T PIA
OWENSBORO, KY.	OWB	AIRX	MU 3-1077					
		EA	MU 3-1585	200	19	.50	1.50	Rc Tc SDF
		OZ	MU 4-2976	200	3,54	"	"	" " "
OXNARD, CALIF.	OXR	AIRX	WO 5-6607					
		PC	HU 3-4614	200	19,54	No Service		Rc Tc LAX
PADUCAH, KY.	PUK	AIRX	2-1676					
		DL	2172	200	9	.55	1.85	Rc Tc EVV
		OZ	443-6238	200	3,54	"	"	" " "
PAGE, ARIZ.	PGA	AIRX	.....					
		BL	MI 5-2404	200	54	...	....	.....
PALATKA, FLA.	PLK	AIRX						
		RD	.....	6000	1	Demand Service		
PALMDALE, CALIF.	PMD	AIRX	WI 7-3392					
		PC	.....	See Lancaster, Calif.				
PALM SPRINGS-INDIO, CALIF.	PSP	AIRX	FA 5-2636					
		BL	32-55053	200	54	No Service		Rc Tc SAN
		WA	FA 5-2709	200	6	"	"	" " "
PANAMA CITY, FLA.	PFN	AIRX	SU 5-4221					
		NA	PO 3-9087	200	9	.80	1.10	R Tc G C
		SO	SU 5-6166	100	3	"	"	" " " "
PANTEX ORDANCE PLANT, TEX.			.....	See Amarillo, Tex.				
PARIS, TEX.	PRX	AIRX	SU 4-3595					
		CN	SU 4-8535	200	3	.60	1.35	Rc T DAL
PARIS, TENN.	PHT	AIRX	.....					
		SO	3300	100	3	.75	1.50	BNA
PARKERSBURG, W.VA.	PKB	AIRX	GA 2-7695					
		AL	HU 5-4541	200	3,19	.60	1.60	Rc Tc PIT
		LC	HU 5-5542	150	3,9	"	"	" " "
		PI	GA 8-6787	100	3	"	"	" " "
PARSONS, KAN.		AIRX	.....					
		CN	.....	...	.....	No Service		.....
PASCAGOULA, MISS.		AIRX	.....					
		SO	.....	...	.....	No Service		.....
PASCO, WASH.	PSC	AIRX	LI 7-4242					
		WC	LI 7-5547	150	3,54	.55	1.60	Rc Tc GEG
PASO ROBLES, CALIF.	PRB	AIRX	68					
		PC	238-2525	200	19	...	....	Rc Tc LAX
PATTERSON, N.J.	PNJ	AIRX	MU 4-4310					
		NY	.....	200	20	No Service		LGA
PAYETTE, IDA.	PYO	AIRX	.....					
		WC	TU 9-5632	See Ontario, Ore.				
PECOS, TEX.	PEQ	AIRX	HI 5-2781					
		TT	HI 5-2738	150	3	No Service		Rc T ELP
PELLSTON, MICH.	PLN	AIRX	.....					
		NO	LE 9-8484	200	9	.35	.75	Rc C
PENDLETON, ORE.	PDT	AIRX	CR 6-4651					
		UA	CR 6-7211	400	5,10	.45	.95	Rc T GEG
		WC	CR 6-2461	150	3	"	"	" " "
PENSACOLA, FLA.	PNS	AIRX	HE 2-5166					
		EA	HE 2-2314	200	9,7,19	.50	.95	Rc T G C
		NA	HE 2-5152	400	9	"	"	" " " "
PENTICTON, B.C.	YYF	CP	2947	200	9	.25	.60	Rc Tc C
PEORIA, ILL.	PIA	AIRX	4-9236					
		AA	7-3555	250	9	.50	1.45	Rc T C
		OZ	637-8401	200	3,54	"	"	" " "
PERRIN A.F.B., TEX.			.....	See Sherman, Tex.				
PERU, IND.	OKK	AIRX	GR 3-7151					
		LC	FI 9-2669	See Kokomo, Ind.				
PETOSKEY, MICH.		NO	DI 7-2923	See Pellston, Mich.				.....
PHELPS COLLINS BASE, MICH.			.....	See Pellston, Mich.				
PHILADELPHIA, PA.	PHL	AIRX	SA 6-8090					
		AA	SA 7-7977	6000	9,5,15, 52,10,50	.65	1.70	R T G C
		AL	SA 9-6650	200	3,19	"	"	" " " "
		DL	SA 7-9912	6000	10,1a,55	"	"	" " " "
		EA	SA 9-2115	200	10,7,19, 52,53b	"	"	" " " "
		FT	SA 6-7100	10000	Served through New York/Newark			
		NA	SA 6-2235	4000	5,6,23,52	.65	1.70	R T G C
		NE	SA 4-0310	200	6,22,55	"	"	" " " "
		PAA	LO 8-1360	1100	50,53	"	"	" " " "
		RD	SA 6-9133	6000	1,2,15	"	"	" " " "
		TW	LO 8-3230	7500	8,7,50, 23,55	"	"	" " " "
		UA	SA 7-9234	6000	5,6,10,3, 15,53,22,56	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lbs.	Pick Up and Delivery Minimum	Surface and Customs Facilities	
PHILIPSBURG, PA.	PSB	AIRX	DI 2-3510						
		AL	DI 2-1670	200	3,19	.80	1.80	Rc	PHL
PHOENIX, ARIZ.	PHX	AIRX	HR 5-0351						
		AA	AL 8-6761	600	9,10,50c	.55	1.40	Rc Tc G	DHG
		HL	HR 5-4502	200	54	"	"	" " "	"
		CO	273-1331	500	10,22,50	"	"	" " "	"
		FL	HR 5-7521	200	3,9	"	"	" " "	"
		TW	HR 5-5487	400	8,7,55,50	"	"	" " "	"
		WA	HR 5-6271	200	52,50c	"	"	" " "	"
PICATINNY ARSENAL, N. J.			.....	See Newark, N. J.					
PIERRE, S. D.	PIR	AIRX	CA 4-4801						
		MO	224-5846	200	3	No Service		Rc Tc	CHA
		WA	CA 4-7372	200	6	"	"	" "	"
PINE BLUFF, ARK.	PBF	AIRX	JE 4-0031						
		TT	JE 8612	150	3	.55	1.10	Rc	MEM
PINEHURST, N.C.	SOP	AIRX	OK 5-3001						
		PI	OK 2-8941	...	.....	1.00	1.00	.....	
PITTSBURG, KAN.	PTS	AIRX	AD 1-1240						
		OZ	3600	200	3,54	No Service		Rc	
PITTSBURGH, PA.	PIT	AIRX	SP 1-2442						
		AA	SP 1-2255	200	5	.80	1.55	R T G	C
		AL	SP 1-3514	200	3,19	"	"	" " "	"
		EA	SP 1-3100	200	9,7,19,10	"	"	" " "	"
		LC	SP 1-4938	150	3	"	"	" " "	"
		MW	SP 1-1000	200	6,52	"	"	" " "	"
		TW	EX 1-3240	400	8,7,50, 55	"	"	" " "	"
		UA	PE 1-6137	400	10,53,6, 22,5 50c,56	"	"	" " "	"
PITTSFIELD, MASS.	PSF	AIRX	HI 2-6921						
		MO	2-8635	100	3	.80	1.30	Rc Tc	HIL
		NE	HI 7-9857	200	3	"	"	" "	"
PLAINVIEW, TEX.	PVW	AIRX	CA 4-2392						
		CN	CA 4-7829	200	3	.40	.85		DAL
PLATTSBURG, N. Y.	PLB	AIRX	JO 3-0610						
POCATELLO, IDA.	PIH	AIRX	CE 2-2891						
		WA	CE 2-8756	200	6	.55	1.15	Rc Tc G	CTF
		WC	CE 2-3584	150	3	"	"	" " "	"
POMONA, CALIF. (R)	JPO	AIRX	NA 2-1524						
		LX	NA 9-7066	200	20	...	....		LAX
PONCA CITY, OKLA.	PNC	AIRX	RO 5-7017l						
		CN	RO 2-1611	200	3	No Service		Rc T	MKC
PONTIAC, MICH.	PTK	AIRX	FE 4-7166						
		MO	OR 4-0487	200	9	No Service		Rc Tc	YIP
POPE A.F.B., N. C.			.....	See Fayetteville, N. C.					
PORT ANGELES, WASH.	CLM	AIRX	GL 7-6631						
		WC	GL 7-3101	150	3	No Service		Rc T	C
PORT ARTHUR, ONT.	YQT	TC	MA 2-0641	...	22	.50	1.00	Rc Tc	C
		MO	See Fort William, Ont.						
PORT ARTHUR, TEX.	BPT	AIRX	2-4331						
		DL	TU 2-4321	300	9	.55	1.50	Rc T	C
		EA	TU 3-3317	200	9,10	"	"	" "	"
		TT	TA 2-3421	...	.....				
PORT HURON, MICH.	PHN	AIRX	TU 4-4134						
		MO	EM 4-6666	200	3	No Service		Rc Tc	YIP
POINT MUGU N.A.S., CALIF.			.....	See Los Angeles, Calif.					
PORTLAND, ME.	PWM	AIRX	SP 4-5791						
		ME	SP 4-3941	200	3,6,22	.60	1.35		
PORTLAND, ORE.	PDX	AIRX	CA 8-8411						
		AS	AT 8-5073	1000	4,6	.65	1.50	R T G	C
		FT	AT 1-1158	10000	1	"	"	" " "	"
		MW	AT 8-5811	300	6,52,50c	"	"	" " "	"
		PAA	CA 7-6675	1100	50,53	"	"	" " "	"
		PC	AT 8-6101	200	19	"	"	" " "	"
		PN	AT 8-5043	...	3,4,8	"	"	" " "	"
		UA	AT 7-2411	6000	9,6,10,5 53,50c,15	"	"	" " "	"
		WA	AT 4-5656	200	52,50c	"	"	" " "	"
		WC	AT 8-5551	150	3	"	"	" " "	"
PORTSMOUTH, OHIO	PMH	AIRX	EL 3-4186						
		LC	HL 9-6321	150	3	.80	1.60	.....	
POUGHKEEPSIE, N.Y.	POU	AIRX	GR 1-2800						
		MO	GR 1-3900	100	3	No Service		Rc Tc	ALB
POWELL, WYO.	POY	AIRX	SK 4-4151						
		FL	SK 4-4222	200	3	No Service		Rc Tc	CTF
PRESCOTT, ARIZ.	PRC	AIRX	26						
		HL	HI 5-2812	200	54	.65	1.20	Rc Tc	DUG
		FL	HI 5-2100	200	3	"	"	" "	"
PRESQUE ISLE, ME.	PQI	AIRX	6-811						
		ME	PO 4-6931	200	3,6	No Service		R T	BHL
PRINCE GEORGE, B.C.	YXS	CP	.....	200	3,6,9	...	....	Rc Tc	C
PRINCE RUPERT, B.C.	YPR	CP	3213	200	.....	No Service		Rc	C
PRINCETON, W.VA.	BLU	AIRX	DA 7-9217						
		PI	EN 0500	100	3	No Service		Rc	INT
PROVIDENCE, R.I.	PVD	AIRX	DE 1-0140						
		AL	HE 9-3100	200	9,19	.50	1.50	R T	C
		EA	HE 7-9616	200	10,7,22	"	"	" "	"
		FT	KL 1-8500	Served through Boston, Mass.					
		MA	HE 9-1405	200	5	.50	1.50	R T	C
		UA	TE 1-6950	400	6,10	"	"	" "	"
PUEBLO, COLO.	PUB	AIRX	LI 4-0037						
		CN	.....	...	.....	.55	1.25	Rc T G	DEN
		CO	WH 8-3316	200	3,22	"	"	" " "	"
		FL	WH 8-3323	200	3	"	"	" " "	"

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lbs.	Pick Up and Delivery Minimum	Surface and Customs Facilities	
PULLMAN, WASH.	PUW	AIRX	LO 8-5501						
		WC	LO 7-3761	150	3	.55	1.60	Rc Tc	CHG
QUANTICO MARINE CORPS SCHOOL, VA.			See Washington, D. C.						
QUEBEC CITY, QUE.	YQB	TC	MU 3-3685	600	22	.75	1.00	Rc Tc	C
QUESSEL, B.C.	YQZ	CP	60	200	3	No Service		Rc Tc	
QUINCY, ILL.	UIN	AIRX	BA 2-0123						
		OZ	TU 5-3211	200	3,54	.75	1.75	Rc Tc	STL
RADFORD ARSENAL, VA.			.....	See Roanoke, Va.					
RALEIGH, N.C.	RDU	AIRX	VA 8-4421						
		EA	TE 2-7380	200	19,7,9,52	.70	1.50	Rc T G	C
		FI	VA 8-5721	100	3	"	"	" " "	"
		UA	TE 2-3876	400	22	"	"	" " "	"
RAPID CITY, S. D.	RAP	AIRX	FI 2-0150						
		FL	FI 3-6361	200	3,9	1.05	1.10	Rc Tc	DEN
		MO	343-5544	200	3	"	"	" "	"
		WA	FI 2-7110	200	6	"	"	" "	"
RANDOLPH A.F.B., TEX.			.....	See San Antonio, Tex.					
RARITAN ARSENAL, N.J.			.....	See Newark, N. J.					
RAVENNA ARSENAL, OHIO			.....	See Akron, Ohio					
RAWLINGS, WYO.	RWL	AIRX	EA 4-3362						
		FL	EA 4-4571	200	3	No Service		Rc Tc	DEN
READING, PA.	RDG	AIRX	FR 4-1191						
		AL	FR 4-4508	200	3,19	.45	1.35	R Tc	PHL
		EA	FR 5-8565	200	19	"	"	" "	"
		TW	FR 6-7353	250	8	"	"	" "	"
RED BLUFF, CALIF.	RBL	AIRX	LA 7-4601						
		PC	LA 7-1701	200	3	No Service		Rc Tc	ACV
REDDING, CALIF.	RDD	AIRX	CH 1-3613						
		PC	CH 3-1211	200	3,19	.80	1.60	Rc Tc	ACV
REDMOND, ORE.	RDM	AIRX	LI 8-2217						
		WC	LI 8-2976	See Bend, Ore.					
REED CITY, MICH.	RCT	AIRX	.....						
		MO	TE 2-4361	200	9	No Service		Rc Tc	
REESE A.F.B., TEX.			.....	See Lubbock, Tex.					
REGINA, SASK.	YQR	TC	LA 2-5622	500	22,57	.50	1.00	Rc Tc	C
		MO	LA 7-8255	200	3	"	"	" "	"
RENO, NEV.	RNO	AIRX	FA 9-0466						
		HL	FA 9-0001	200	54	.50	1.25	Rc Tc G	SFO
		UA	FA 9-1020	400	9,5,10	"	"	" " "	"
		WA	FA 3-1801	200	52	"	"	" " "	"
RHINELANDER, WISC.	RHI	AIRX	FO 2-2321						
		MO	FO 2-6316	200	3	No Service		Rc Tc	
RICHLAND, WASH.	PSC	AIRX	LI 7-4242						
		WC	LI 7-5547	See Pasco, Wash.					
RICHMOND, IND.	RID	AIRX	2-2421						
		LC	4-1121	150	3	.75	1.50	.....	
RICHMOND QUARTERMASTER DEPOT, VA.			See Richmond, Va.						
RICHMOND, VA.	RIC	AIRX	EL 8-2301						
		EA	FA 4105	200	19,7,10, 52	.80	1.50	R T	C
		MA	HE 7-4186	200	9,6	"	"	" "	"
		PI	HE 7-4101	100	3	"	"	" "	"
		UA	HE 7-4117	200	10,22,5	"	"	" "	"
RIMOUSKI, P.Q.	YHM	QBA	.....	400	3	...	....	.....	
RIO VISTA DEPOT ACTIVITY, CALIF.			.....	See Sacramento, Calif.					
RIVERBANK ORDANCE PLANT, CALIF.			.....	See Modesto, Calif.					
RIVERSIDE, CALIF.	JRD	AIRX	.....						
		HL	OV 8-6221	200	54	No Service		Rc	LAX
RIVERTON, WYO.	RIV	AIRX	UL 6-9660						
		FL	UL 6-9226	200	3,9	No Service		Rc Tc	DEN
ROANOKE, VA.	ROA	AIRX	DI 4-4962						
		AA	EM 6-3455	200	9	.45	1.00	R T G	BIC
		EA	EM 6-7664	200	19,9	"	"	" " "	"
		PI	EM 6-0381	100	19				
ROCHESTER, MINN.	RST	AIRX	AT 2-2706						
		HL	AT 9-4591	500	9	.55	1.25	Rc T G	C
		MW	AT 2-1709	2000	6,10,52, 15	"	"	" " "	"
		OZ	AT 9-3333	200	3,54	"	"	" "	"
ROCHESTER, N.Y.	ROC	AIRX	LO 2-9400						
		AA	FA 8-4040	500	5,9,10,52	.55	1.25	R Tc G	AC
		FT	BA 5-1473	Served through Buffalo, N. Y.					
		MO	FA 8-1550	200	9,3	.55	1.25	R Tc G	AC
		UA	HE 5-8524	400	22,3,5,6	"	"	" " "	"
ROCKFORD, ILL.	RFD	AIRX	WO 3-0471						
		OZ	WO 8-0811	200	3,54	.75	1.75	.....	
ROCKLAND, ME.	RKD	AIRX	LY 4-4341						
		ME	LY 4-4424	200	3	No Service		Rc	C
ROCK ISLAND ARSENAL, ILL.			.....	See Moline, Ill.					
ROCK SPRINGS, WYO.	RKS	AIRX	EM 2-3581						
		FL	EM 2-5522	200	3	.55	1.10	Rc Tc	DEN
ROCKY MOUNT, N.C.	RMT	AIRX	2-2128						
		PI	OI 2-7475	100	3	.55	1.60	Rc Tc	HOU
ROME, GA.	RMG	AIRX	6628						
		EA	2-1521	200	19	.45	1.10	Rc T	ATL
ROME, N.Y.	UCA	AIRX	RA 4-3141						
		MO	FF 7-7000	See Utica, N. Y.					
ROSEBURG, ORE.	RBG	AIRX	OR 3-4515						
		WC	OR 3-3231	150	3	No Service		R T	ORH
ROSWELL, N.M.	ROW	AIRX	MA 2-9160						
		CO	MA 2-7432	200	3	.35	.75	Rc Tc	ELP

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum	Surface and Customs Facilities
ROSS BAY, LAB.	YRF	QBA	.....	400	3	...	....	.....
ROUYN, QUE.	YUY	TC	RO 2-2222	200	22	.75	1.00	Rc Tc C
RUPERT, IDA.	RUI	AIRX	RK 6-3491					
		BC	CR 8-7402	150	3	No Service		R T CHY
RUTHERFORD, N.J.	RUF	AIRX	PR 7-2016					
		NY	.....	200	20	No Service		LGA
RUTLAND, VT.	RUT	AIRX	PR 3-8688					
SACRAMENTO, CALIF.	SAC	AIRX	GI 1-1235					
		PC	GA 8-7200	200	19,3,54	.60	1.35	R Tc G SFO
		UA	CA 1-1000	400	9,5,10	"	"	" " "
		WC	CA 1-2440	150	54	"	"	" " "
SAFFORD, ARIZ.	SAD	AIRX	DA 563					
		FL	1004	200	3	No Service		Rc DUG
SAGINAW, MICH.	MBS	AIRX	FL 2-3175					
		MO	CK 5-4091	200	3,9	.75	1.55	Rc Tc C
		UA	CK 5-6371	400	22,6	"	"	" " "
SAGUENAY, QUE.	YBG	TC	LI 3-7788	250	22	No Service		.....
SAINT JOHN, N.B.	YSJ	TC	CH 3-1231	500	22,13	.50	1.00	Rc Tc C
ST. ALBANS A.F.S., VT.			.....	See Burlington, Vt.				
ST. JOHN'S N'FLD.	YYT	TC	7011	1000	22,57	.50	1.00	Rc Tc C
		MAR	.....	500	3,1,4	...	....	R T A
ST. JOSEPH, MO.	STJ	AIRX	AD 4-1677					
		FL	AD 4-7919	200	3,9	.55	1.35	Rc Tc C
ST. JOSEPH, MICH.		MO	WA 7-3118	...	.....	No Service		.....
ST. LOUIS, MO.	STL	AIRX	PR 1-2266					
		AA	PR 1-5006	7000	9,5,10,15,32,50c	.75	1.65	R T G C
		BN	PR 1-2243	500	9,2,5	"	"	" " "
		CB	PR 1-2231	200	3	"	"	" " "
		DL	PR 1-2194	6000	9,5,10,1a,,55	"	"	" " "
		EA	PR 1-0510	200	9,19,10,52,7	"	"	" " "
		GE	PR 1-0990	200	3,54	"	"	" " "
		TW	GE 6-4800	7500	8,7,50,23,55,50c	"	"	" " "
ST. PAUL, MINN.	MSP	AIRX	CA 2-7751	See Minneapolis, Minn.				
ST. PETERSBURG, FLA.		AIRX	ST 7-4346					
	PIE	EA	HE 5-2121	200	7,9,10	.75	1.50	R Tc G AC
		DL	HE 6-7754	300	5	"	"	" " " "
		NA	HE 5-2161	200	9,52	"	"	" " " "
		NE	TA 7-8492	Served through Tampa, Fla.				
		NW	HE 6-9181	200	52	.75	1.50	" " " "
		RD	HE 6-1351	6000	1	"	"	" " " "
		TC	5-7611	Served through Tampa, Fla.				
		TW	CH 1-6111	Served through Tampa, Fla.				
		UA	HE 6-5109	Served through Tampa, Fla.				
SALEM COAST GUARD AIR STATION, MASS.			See Boston, Mass.					
SALEM, ORE.	SLE	AIRX	EM 3-4464					
		UA	EM 2-2441	300	9	.55	1.10	Rc T G PDX
		WC	JU 1-2448	150	3	"	"	" " " "
SALINA, KAN.	SLN	AIRX	TA 7-0109					
SALINAS, CALIF.	SNS	AIRX	HA 4-5476					
		UA	HA 4-7686	200	9	.65	1.25	R T SFO
SALISBURY, MD.	SBY	AIRX	PI 9-4411					
		AL	PI 9-3158	200	3	.50	2.10	Rc T
SALT LAKE CITY, UTAH		AIRX	EL 5-1771					
	SLC	BL	DA 8-8656	200	54	.40	1.10	R Tc G DEN
		FL	EM 3-6796	200	3,9	"	"	" " " "
		FT	.....	...	.....	"	"	" " " "
		UP	DA 8-8044	6000	9,5,6,10,15,50c	"	"	" " " "
		WA	EM 4-1471	200	6,52,50,50c	"	"	" " " "
		WC	DA 8-0976	150	3,54	"	"	" " " "
SAN ANGELO, TEX.	SJT	AIRX	2-1696					
		CO	7196	200	3,22	.50	1.10	Rc Tc SAT
		TT	8193	150	3	"	"	" " "
SAN ANTONIO, TEX.	SAT	AIRX	TA 2-3991					
		AA	TA 4-1401	6000 5000 via DAL	5,10,50c,55		1.10	R T G C
		BN	TA 2-3351	500	52,9,50,50c,5,10	"	"	" " " "
		CMA	CA 5-6303	...	4,5	...	....	" " " "
		CO	TA 4-5309	400	10,5,6,50,22	.55	1.10	" " " "
		EA	TA 6-3230	200	9,10,52,53b	"	"	" " " "
		TT	TA 6-6301	150	3	"	"	" " " "
SAN BENITO, TEX.	SBL	AIRX	EX 9-1881					
		TT	GA 3-4200	150	3	No Service		Rc DAL
SAN BERNARDINO, CALIF.		AIRX	TU 4-4131					
		ONT LX(K)	TU 9-4000	200	20	...	....	Rc LAX
		WA	TU 6-1119	200	6	No Service		" "
SAN DIEGO, CALIF.	SAN	AIRX	HE 3-7238					
		AA	CY 6-6128	6000 10000 via LAX	5,10,50c	.65	1.50	Rc T G AC
		BL	CY 6-6144	200	54	"	"	" " " "
		DL	CY 7-3735	250	10	"	"	" " " "
		FT	CY 6-6273	6000	Served through Burbank, Calif.			
		NA	CY 8-3697	200	52	.65	1.50	Rc T G AC
		UA	HE 4-7171	400	9,5,10,53,50c	"	"	" " " "
		WA	CY 8-8861	200	6,52	"	"	" " " "
SANDSPIT, B.C.	YZP	CP	.....	200	3	No Service		.....
SAN FRANCISCO, CALIF.		AIRX	EX 2-3100					
	SFO	AA	YU 2-4620	6000	5,10,15,50,50c	.90	1.75	R T G AC
		DL	PO 1-1727	...	54	"	"	" " " "
		FT	PL 5-9405	10000	1,15,23	"	"	" " " "
		JL	JU 3-3612	13000	6	...	....	" " " "
		NA	JU 3-2707	200	52	.90	1.75	" " " "
		PAA	EX 7-1414	5900	15,50,53	"	"	" " " "
		PC	PL 5-2481	200	3,19,54	"	"	" " " "
		TW	YU 2-5800	7900	8,7,50,23,55	"	"	" " " "
		UA	JU 8-2424	6000	9,15,6,10,53,50c,5	"	"	" " " "
		WA	JU 9-4740	200	50c,52,50	"	"	" " " "
		WC	PL 6-8555	150	54	"	"	" " " "
SAN JOSE, CALIF.	SJC	AIRX	CY 2-0434					
		PC	CY 5-5408	200	19,54	1.10	2.20	Rc Tc SFO
SAN JUAN, P.R.	SJU	DL	9-0045	200	9	.65	1.35	R AC
		AVIANCA	.....	...	7	...	....	.....
		CMA	9-0330	1200	3	No Service		T AC
		EA	9-0020	6000	10,6,23,53b,7	.65	1.35	Rc Tc AC
		PAA	791-0020	5500	2,6,50,53	.60	1.50	T AC
		RD	9-0360	10000	1,2,15	...	....	" " "
		TBC	9-0037	4000	4,6,2	...	....	" " "
SAN LUIS OBISPO, CALIF.		AIRX	613-8334					
		PSD PC	EM 1-1513	...	.....	No Service		.....
SANTA ANA, CALIF.	SNA	AIRX	KI 2-1269					
		HL	KI 5-1146	200	54	.70	1.60	Rc Tc LAX
		LX(K)	EX 5-2633	200	20	...	....	" " "
SANTA BARBARA, CALIF.		AIRX	WO 5-6607					
		SBA PC	WO 7-2361	Freight Service suspended				
		UA	WO 7-1255	200	9	.70	1.45	R T LAX
SANTA FE, N.M.	SAF	AIRX	3-6451					
		CO	YU 3-6397	200	3,22	1.05	1.10	Rc Tc G ELP
SANTA MARIA, CALIF.	SMX	AIRX	WA 5-5500					
		PC	WA 5-8835	200	19	.55	1.10	Rc Tc LAX
SANTA MONICA, CALIF.	SMO	LX(K)	EX 3-8287	200	20	...	....	Rc LAX
SANTA ROSA, CALIF.	STS	AIRX	LI 6-1882					
		PC	LI 6-2200	200	3,19	No Service		Rc Tc SFO
SARANAC LAKE, N.Y.	SLK	AIRX	SL 189					
SARATOGA SPRINGS A.F.S., N.Y.			.....	See Albany, N.Y.				
SARASOTA, FLA.	SRQ	AIRX	HI 6-3565					
		NA	EL 5-6447	200	9,52	.50	1.00	R Tc TPA
		RD	.....	...	Demand Service			
		EA	355-5179	200	7,9,19,52	.50	1.00	" " "
SASKATOON, SASK.	YXE	TC	8224	400	22	.50	1.00	Rc Tc C
SAULT STE. MARIE, MICH.		AIRX	ME 2-8461					
		INT MO	GY 5-2215	200	3,9	.50	1.00	Rc Tc G AC
SAULT STE. MARIE, ONT.		TC	AL 5-5666	200	22	.35	1.00	Rc Tc C
SAVANNAH, GA.	SAV	AIRX	AD 2-1125					
		DL	AD 3-2067	300	9	.75	1.50	R T G C
		EA	AD 3-6651	200	19	"	"	" " " "
		NA	AD 6-8234	200	9,6	"	"	" " " "
SCOTT A.F.B., ILL.			.....	See St. Louis, Mo.				
SCOTTSBLUFF, NEB.	BFF	AIRX	ME 2-2516					
		FL	ME 5-2067	200	3,9	.55	1.10	Rc Tc DEN
SCHEFFERVILLE, P.Q.	YEL	QBA	.....	400	3	...	....	.....
SCRANTON, PA.	AVP	AIRX	DI 7-2083	See Wilkes-Barre, Pa.				
SEAL BEACH AMMUNITION DEPOT, CALIF.				See Long Beach, Calif.				
SEATTLE, WASH.	SEA	AIRX	CH 2-4241					
(Seattle-Tacoma)		AS	CH 2-0600	1000	4,6	.60	1.65	Rc Tc G AC
		NW	CH 3-4500	2000	6,10,52,53b,15,50c	"	"	" " " "
		PAA	MA 4-2121	1100	6,50,53	"	"	" " " "
		PN	CH 3-1079	...	4,8,16	"	"	" " " "
		TC	CH 2211	300	22	"	"	" " " "
		UA	CH 4-4000	6000	6,10,15,53,50c,5	"	"	" " " "
		WA	CH 3-5800	200	52,50c	"	"	" " " "
		JL		6000	53b	"	"	" " " "
(Boeing Field)		FT	PA 3-5916	10000	1	"	"	" " " "
		WC	PA 5-5500	150	3,54	"	"	" " " "
SELMA, FLA.	SES	AIRX	TR 4-8101					
		DL	4-7581	200	3	.50	1.00	Rc Tc ATL
SENECA ORDANCE DEPOT, N.Y.			.....	See Ithaca, N.Y.				
SEVEN ISLANDS, QUE.	YEV	TC	.....	600	22	.65	1.00	Rc Tc C
SHARPE GENERAL DEPOT, CALIF.			.....	See Stockton, Calif.				
SHAW A.F.B., S.C.			.....	See Columbia, S.C.				
SHEFFIELD, ALA.	MSL	AIRX	EV 3-6414					
		EA	EV 3-5521	200	9	.65	1.60	Rc T HSV
		SO	EV 3-4581	200	3	"	"	" " "
SHELBYVILLE, TENN.	THA	AIRX	MU 4-7732					
		SO	GL 5-5945	See Tullahoma, Tenn.				
SHEPPARD A.F.B., TEX.			.....	See Wichita Falls, Tex.				
SHERIDAN, WYO.	SHR	AIRX	CH 4-4771					
		WA	CH 4-2424	200	6	.50	1.00	Rc Tc CHY
SHERMAN, TEX.	SWI	AIRX	TW 2-6943					
		CH	TW 2-4328	200	3	No Service		Rc Tc DAL

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
SHREVEPORT, LA.	SHV	AIRX	3-4371					
		BN	ME 1-7451	500	9,5	.65	1.35	Rc T DAL
		DL	6-1831	3000	9,8,19	"	"	" " "
		TT	ME 1-4571	150	3	"	"	" " "
SIDNEY, MONT.	SDY	AIRX	59					
		FL	838	200	3	No Service		Rc T GTF
SIDNEY, NEB.	SNY	AIRX	3025					
		FL	3542	200	3	No Service		DEN
SIERRA ORDANCE DEPOT, CALIF.		.....	See Reno, Nev.					
SILVER CITY, N. M.	SVC	AIRX	538-9481					
		FL	538-3021	200	3	No Service		Rc T DUG
SILVER SPRING, MD. NAVAL ORDANCE LAB.			See Washington, D. C.					
SIOUX ORDANCE DEPOT, NEB.		.....	See Sidney, Neb.					
SIOUX CITY, IA.	SUX	AIRX	5-7651					
		BN	2-0843	500	9	.45	.95	R Tc CMA
		NO	8-0591	200	3	"	"	" " "
		OZ	8-7549	200	3,54	"	"	" " "
SIOUX FALLS, S.D.	FSD	AIRX	4-4067					
		BN	ED 4-6053	500	9	.55	1.10	Rc Tc G MSP
		NO	ED 4-9943	200	3	"	"	" " " "
		WA	ED 4-4994	200	6	"	"	" " " "
SMITHERS, B.C.	YYD	CP	.....	200	1,3,6,9	...	....	.....
SOUTH BEND, IND.	SBN	AIRX	AT 9-2441					
		FL	AT 8-4441	Served through Chicago, Ill.				
		LC	CE 3-5181	150	3	.55	1.30	R T CHI
		NO	CE 2-2067	200	3,9	"	"	" " "
		TW	CE 2-1414	250	8	"	"	" " "
		UA	CE 2-4811	400	6,5	"	"	" " "
SOUTH WEYMOUTH N.A.S., MASS.		.....	See Boston, Mass.					
SOUTHERN PINES,N.C.	SOP	AIRX	OX 5-3001					
		PI	OX 2-8941	100	3	1.00	1.00	Rc To RDU
SPARTANBURG, S.C.	SPA	AIRX	7591					
		DL	7131	200	9	.45	1.10	R T ATL
		EA	3-6326	200	19,9	"	"	" " "
		SO	583-5532	100	3	"	"	" " "
SPOKANE, WASH.	GEG	AIRX	ME 4-1261					
		NW	MA 4-3213	200	6,50c,52	.60	1.75	R T G C
		UA	TE 8-8222	300	9,10	"	"	" " " "
		WC	RI 7-2255	150	3,54	"	"	" " " "
SPRINGFIELD, ILL.	SPI	AIRX	SP 4-4821					
		AA	8-3464	250	9	.40	1.10	Rc T G C
		OZ	KI 4-8461	200	3,54	"	"	" " " "
SPRINGFIELD, MASS. (Bradley Field)	BDL	AIRX	RE 6-0331			.65	1.40	
		AL	ST 8-0959	Served through Hartford, Conn.				
		AA	RE 7-3774	Served through Hartford, Conn.				
		EA	RE 2-6275	Served through Hartford, Conn.				
		FT	RE 4-5675	Served through Hartford, Conn.				
		NE	NA 3-4418	Served through Hartford, Conn.				
		TW	RE 7-4384	Served through Hartford, Conn.				
(Barnes Field)								
		UA	RE 9-3851	4000	5,9,10,15	.65	1.25	R Tc
		MO	RE 7-0107	200	3	"	"	" " C
SPRINGFIELD, MO.	SGF	AIRX	UN 2-5522					
		AA	4-1871	250	9	.60	1.45	R Tc G MKC
		DL	4-7353	200	9	"	"	" " " "
		OZ	UN 5-1606	200	3,54	"	"	" " " "
SPRINGFIELD, OHIO	SGH	AIRX	FA 3-3791					
		LC	EN 5-6408	See Dayton, Ohio				
STAMFORD, CONN.	SCC	AIRX	DA 3-1138					
		NY	DA 3-8785	200	20	No Service		LGA
STATE COLLEGE, PA.	PSB	AIRX	EL 5-2030					
		AL	DI 2-1670	See Philipsburg, Pa.				
STAUNTON, VA.	SHD	AIRX	TU 6-7064					
		PI	EN 276	100	3	.75	1.50	Rc Tc DCA
STEPHENVILLE, N'FLD.	YJT	TC	5132	1000	22	.35	.75	Rc Tc AC
		MAR	3-2144	500	3,1,4	...	....	R T A
STERLING, COLO.	STK	AIRX	LA 2-0324					
		FL	LA 2-5445	200	3	...	....	.....
STEVENS POINT, WISC.	STE	AIRX	DI 4-5410					
		NO	DI 4-2233	200	3	No Service		Rc Tc
STILLWATER, OKLA.	SWO	AIRX	FR 2-8668					
		CN	FR 2-2647	200	3	No Service		Rc Tc DAL
STOCKTON, CALIF.	SCK	AIRX	HO 6-8995					
		PC	HO 6-2361	200	19,54	.80	1.85	Rc Tc G SFO
		UA	HO 6-9755	300	9	"	"	" " " "
STUART, FLA.	SUA	AIRX	.....					
		RD	933	6000	Demand Service			
STUTTGART, ARK.	SGT	AIRX	WA 3-5231					
SUDBURG, ONT.	YSB	TC	OS 4-4248	400	22	.50	1.00	Rc Tc C
SUNFLOWER ORDANCE WORKS, KA.		.....	See Kansas City, Mo.					
SUN VALLEY, IDA.	SUN	AIRX	3932					
		WC	340	150	See Hailey, Ida.			
SUPERIOR, WISC.	DLH	AIRX	EX 4-4743					
		NO	EX 2-4755	See Duluth, Minn.				
SWIFT CURRENT, SASK.	YYN	TC	2945	200	3	.70	.75	Rc Tc C
SYDNEY, N.C.	YQY	TC	4546	1000	13,22	.50	1.00	Rc Tc C
SYRACUSE, N.Y.	SYR	AIRX	GL 4-0311					
		AA	GL 4-2423	500	9,5,10,52	.50	1.35	Rc Tc G C
		EA	GR 1-2141	200	7,19,10	"	"	" " "
		MO	HA 2-1121	200	9,3	"	"	" " " "
TACOMA, WASH.	SEA	AIRX	MA 7-3191					
		WA	BR 2-5188	200	50c,52	.65	1.75	Rc Tc AC
		NW	FU 3-4316	See Seattle, Wash.				
TALLAHASSEE, FLA.	TLH	AIRX	2-8289					
		EA	3-3802	200	19,9	.50	1.50	R T G PFN
		NA	2-4410	200	9	"	"	" " " "
TAMPA, FLA.	TPA	AIRX	2-8355					
		ASA	HE 5-2151	...	1	...	....	R T G AC
		EA	EE 6-2461	200	7,19,9,52, 10,53b	.75	1.50	" " " "
		DL	RE 7-5154	350	10,53	"	"	" " " "
		NA	RE 6-9833	6000	9,5,52,23 6,10,53	"	"	" " " "
		NE	RE 6-2987	200	6,55	"	"	" " " "
		NW	RE 6-5151	200	52	"	"	" " " "
		PAA	.....	1100	50,53	.75	1.50	" " " "
		RD	RE 6-1351	6000	1	"	"	" " " "
		TC	EN 5-7611	350	7	"	"	" " " "
		TW	RE 6-4108	250	7	"	"	" " " "
		UA	RE 6-5109	400	5	"	"	" " " "
TAMPLE, TEX.	TPL	AIRX	PR 3-2016					
		CO	PR 3-5222	200	3	.55	1.35	Rc Tc G SAT
TERRACE, B.C.	YXT	CP	152	200	3	.25	.60	Rc
TERRE HAUTE, IND.	HUF	AIRX	C-2396					
		LC	L-6159	150	3	.65	1.35	R Tc EVV
		TW	LI 1234	150	8	"	"	" " "
TETERBORO, N.J.	TEB	AIRX	PR 7-2016					
		NY	.....	200	19	No Service		LGA
TEXARKANA, ARK.	TXK	AIRX	2-6012					
		TT	2-4517	150	3	.55	1.25	Rc Tc DAL
		BN	2-6562	500	9	"	"	" " "
THIEF RIVER FALLS, MINN.		AIRX	MU 1-3428					
		TVF	NO	MU 1-1223	200	3	No Service	Rc T
TIMMINS, ONT.	YTS	TC	1440	200	22	.50	1.00	Rc Tc C
TINKER A.F.B., OKLA.		.....	See Oklahoma City, Okla.					
TOLEDO, OHIO	TOL	AIRX	CH 1-3231			.50	1.60	Rc T G C
		DL	HO 7-2369	300	9	"	"	" " " "
		EA	HO 7-2311	200	7,10,19	"	"	" " " "
		FT	CH 4-4276	...	.....	"	"	" " " "
		LC	UN 5-2358	150	3,9	"	"	" " " "
		TW	.....	...	.....	"	"	" " " "
		UA	UN 5-5261	400	22,6,10,5	"	"	" " " "
TOBYHANNA SIGNAL DEPOT,		PA.	.....	See Scranton, Pa.				
TOPEKA, KAN.	TOP	AIRX	FL 7-4451					
		CN	CE 3-9671	200	3	.55	1.25	R T G MKC
TORONTO, ONT.	YYZ	AA	EM 3-4503	600	9,5,52, 50c	.55	1.70	R T AC
		CP	EM 3-3601	500	14a	.45	1.10	R Tc AC
		TC	EM 6-9471	500	7,22, 53c,57	.55	1.70	R T A
TRAIN, B.C.	YCG	CP	1388	200	.....	1.00	1.35	.....
TRAVERSE CITY, MICH.		AIRX	WI 6-6825					
	TVC	NO	WI 7-5955	200	3,9	No Service		R T MKG
TRAVIS A.F.B., CALIF.		.....	See San Francisco, Calif.					
TRENTON, N.J.	TTN	AIRX	OW 3-6201					
		AL	TU 2-4100	200	3	1.00	2.00	Rc T PHL
TUCSON, ARIZ.	TUS	AIRX	MA 3-3677					
		AA	MA 3-4911	250	5,10,50c	.80	1.50	R T DUG
		CO	AX 4-2626	200	22	"	"	" " "
		FL	AX 4-2677	200	3,9	"	"	" " "
		TW	MA 3-5438	250	8	"	"	" " "
TULLAHOMA, TENN.	THA	AIRX	GL 5-3970					
		SO	GL 5-5945	100	3	No Service		.....
TULSA, OKLA.	TUL	AIRX	LU 5-8201					
		AA	TE 8-3361	600	9,5,10, 52.50c	.50	1.25	R T G MKC
		BN	TE 5-2319	500	9,5,52	"	"	" " " "
		CO	TE 5-7677	200	3,5,22	"	"	" " " "
		CN	TE 5-9521	200	3	"	"	" " " "
		TW	TE 5-8431	400	55,8	"	"	" " " "
TUPELO, MISS.	TUP	AIRX	VI 2-2371					
		SO	VI 2-8700	100	3	.65	1.30	Rc
TUSCALOOSA, ALA.	TCL	AIRX	PL 8-3693					
		SO	PL 2-3541	100	3	.70	1.35	T
TUSCUMBIA, ALA.	MSL	AIRX	EV 3-6414	See Shefield, Ala.				
TWIN CITIES ARSENAL, MINN.		.....	See Minneapolis, Minn.					
TWIN FALLS, IDA.	TWF	AIRX	RE 3-3513					
		WC	RE 3-6721	150	3,54	.50	1.00	Rc Tc GEG
TYLER, TEX.	TYR	AIRX	LY 2-4511					
		TT	4-9379	150	3	.60	1.35	Rc T G DAL
UKIAH, CALIF.	UKI	AIRX	HO 2-4468					
		PC	HO 2-8884	200	19	No Service		Tc
UNALAKEET, ALAS.	UNK	AS	.....	...	.....	No Service		.....
		NC	.....	...	.....	"	"	.....
		WIEN	.....	...	.....	"	"	.....
UNION CITY, TENN.	UCY	AIRX	.....					
		SO	TU 5-9121	100	3	.75	1.50	MEN
UNIVERSITY, MISS.	UOX	AIRX	.....					
		SO	2498	100	3	No Service		.....
URBANA, ILL.	CMI	AIRX	FL 6-0542					
		OZ	FL 6-7271	See Champaign, Ill.				
UTICA, N.Y.	UCA	AIRX	4-3141					
		MO	6-9374	200	9,3	.80	1.20	Rc Tc G C
VAL'D OR. QUE.	YVO	TC	VA 4-6446	350	22	.50	1.00	Rc Tc C
VALDOSTA, GA.	VLD	AIRX	CH 2-5558					
		SO	CH 2-8945	100	3	.60	1.35	Rc Tc JAX

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
VANCOUVER, B.C.	YVR	AIRX	TA 2241					
		TC	TA 6301	500	22,53c,57	.50	1.25	Rc Tc C
		UA	CR 8-2177	400	6,9,10 50c	.35	1.00	" " "
		CP	MU 3-9211	500	3,6,9,14a	.70	1.90	" " "
VENTURA, CALIF.	OXR	AIRX	MI 3-3172	See Oxnard, Calif.				
VERNAL, UTAH	VEL	AIRX	.....					
		FL	973	200	3	No Service		Rc T DEN
VERO BEACH, FLA.	VRB	AIRX	2324					
		EA	JO 7-3456	200	19	.35	.75	R T PBI
VICKESBURG, MISS.	VKS	AIRX	170					
		SO	636-1047	100	3	.80	1.60	Rc
VICTORIA, B.C.	YYJ	TC	2-5147	300	22	.35	.75	Rc Tc C
VICTORIA, TEX.	ACE	AIRX	HI 3-2361					
		TT	HI 5-2341	150	3	.55	1.10	Rc SAT
VIRGINIA BEACH, VA.	ORF	.....	See Norfolk, Va.					
VISALIA, CALIF.	VIS	AIRX	RE 4-6837					
		UA	RE 4-9293	200	9	.50	1.00	Rc Tc LAX
WACO, TEX.	ACT	AIRX	PL 4-0162					
		BN	PL 4-3561	200	9	.55	1.40	Rc T G DAL
		CO	PL 4-4618	200	3	"	"	" " " "
WALKER A.F.B., N.M.		.....	See Roswell, N. M.					
WALLA WALLA, WASH.	ALW	AIRX	JA 5-7602					
		WC	JA 9-1260	150	54,3	.75	1.35	R T GEG
WARREN, OHIO	YNG	AIRX	EX 9-3676					
		LC	EX 5-6801	See Youngstown, Ohio				
WASHINGTON, D. C.	DCA	AIRX	NA 8-1200					
		AA	EX 3-6460	6000	9,5,15,10, 52,50	.65	1.50	R T G AC
		AL	DI 7-2125	200	3,19,9	"	"	" " " "
		BN	ST 3-6380	500	10,52	"	"	" " " "
		DL	DI 7-9640	300	9,10,8	"	"	" " " "
		EA	RE 7-6880	200	10,7,19, 52	"	"	" " " "
		LC	ST 3-7521	150	3,9	"	"	" " " "
		NA	DI 7-8905	400	9,5,6,10, 52	"	"	" " " "
		NE	ST 3-3931	200	6,22	"	"	" " " "
		NW	ST 3-9014	200	6,52	"	"	" " " "
		PAA	RE 7-5700	1100	50,53,10	"	"	" " " "
		PI	DI 7-1800	100	3	"	"	" " " "
		RD	.....	6000	Demand Service			
		TW	ST 3-4221	250	8,7,23	.65	1.50	" " " "
		UA	ST 3-0895	200	3,6,10, 22,5	"	"	" " " "
WATERLOO, IA.	ALO	AIRX	AD 3-5279					
		BN	AD 4-6835	500	9	.55	1.35	Rc Tc PIA
		OZ	AD 2-0042	200	3,54	"	"	" " "
WATERTOWN, N.Y.	ART	AIRX	1598					
		MO	TE 6-2020	200	9,3	.45	.85	Rc Tc G A
WATERTOWN ARSENAL, MASS.		.....	See Boston, Mass.					
WATERTOWN, S.D.	ATY	AIRX	TU 6-4321					
		NO	886-5729	200	3	No Service		R Tc MSP
WATERVILLE, ME.	WVL	AIRX	TR 2-7722					
		NE	TR 2-2133	200	3	.35	.75	Rc Tc BGR
WATERVLIET ARSENAL, N.Y.		.....	See Albany, N. Y.					
WATSON LAKE, Y.T.	YQH	CP	.....	200	1,3,6,9	No Service		.....
WAUSAU, WISC.	AUW	AIRX	4878					
		NO	VI 5-1195	200	3,9	.70	1.35	Rc Tc
WAYCROSS, GA.	AYS	AIRX	AT 3-1900					
		EA	3400	200	19,9	.75	1.50	Rc T JAX
WAYNESBORO, VA.	SHD	AIRX	WH 3-6501					
		PI	EN 276	See Staunton, Va.				
WENATCHEE, WASH.	EAT	AIRX	NO 2-2903					
		WC	TU 4-5053	150	3,54	.75	1.50	Rc T SEA
WEST HELENA, ARK.		AIRX	.....					
		TT	.....	...	.....	No Service		.....
WEST PALM BEACH, FLA.		AIRX	TE 2-3717					
	PBI	DL	JU 5-0621	200	10	.40	1.35	R T G AC
		EA	OV 3-0036	200	7,9,52, 10,19	"	"	" " " "
		NA	OV 3-1255	200	9,52	"	"	" " " "
		RD	OV 3-4771	6000	1,15,2	"	"	" " " "
		UA		200	5	"	"	" " " "
WESTFIELD, MASS.	BAF	AIRX	RE 6-0331	See Springfield, Mass.				
WESTOVER A.F.B., MASS.		.....	See Springfield, Mass.					
WHEELING, W. VA.	HLG	AIRX	CE 2-4512					
		AL	CR 7-3160	200	3,19	.50	1.10	Rc Tc G PIT
		LC	CR 7-1717	150	3,9	"	"	" " "
WHITEHORSE, Y.T.	YXY	PAA	2191	550	6	No Service		T C
		CP	2211	500	3,6,9	...	....	Rc Tc C
WHITE PLAINS, N.Y.	HPN	AIRX	9-4024					
		MO	8-555	200	3	.60	1.20	Rc LGA
		NY	.....	200	20	"	"	" "
WHITE RIVER JCT. VT.	LEB	AIRX	WRJ 5					
		NE	LEB 1040	200	3,6	No Service		Rc Tc BTV
WHITE SANDS MISSILE RANGE, N.M.		.....	See El Paso, Tex.					
WICHITA, KAN.	ICT	AIRX	AM 7-4331					
		BN	WH 3-0223	2000	9,1,5,52,10	.60	1.20	R T MKC
		CO	WH 3-4241	200	22,5	"	"	" " "
		CN	WH 3-3275	200	3	"	"	" " "
		TW	AM 5-9613	250	8,7	"	"	" " "
WICHITA FALLS, TEX.	SPS	AIRX	3-5152					
		BN	322-4520	500	9	.75	1.90	R T DAL
		CO	322-3161	200	3	"	"	" " "
WILKES-BARRE, PA.	AVP	AIRX	VA 3-4161					
		AA	OL 4-6708	250	9	.80	1.75	Rc Tc PHL
		AL	OL 7-9160	200	3,19	"	"	" " "
		EA	OL 4-4649	200	19	"	"	" " "
		TW	OL 5-1171	250	8	"	"	" " "
WILKINS A.F.B., OHIO		.....	See Mansfield, Ohio					
WILLIAMS LAKE, B.C.	YWL	CP	.....	200	1,3,6,9	...	....	.....
WILLIAMS A.F.B., ARIZ.		.....	See Phoenix, Ariz.					
WILLIAMSPORT, PA.	IPT	AIRX	9104					
		AL	WI 8-2416	150	3,19	.60	1.30	R Tc PIT
		TW	8-8683	250	8	"	"	" " "
		UA	368-8635	200	3	"	"	" " "
WILLSTON, N.D.	ISN	AIRX	GR 3-3212					
		FL	GR 3-6019	200	3	No Service		R T GTF
WILLOW GROVE N.A.S., PA.		.....	See Philadelphia, Pa.					
WILMINGTON, CALIF. (E)		LX	.....	200	200	...	....	LAX
WILMINGTON, DEL.	ILG	AIRX	OL 6-8577					
		AL	EA 8-3190	200	3	.65	1.55	R T C
		EA	EA 8-5671	200	19	"	"	" " "
WILMINGTON, N.C.	IMN	AIRX	NA 2-1831					
		NA	RO 3-6262	200	9	.55	1.50	R Tc G C
		PI	RO 3-1606	100	3	"	"	" " " "
WINDSOR, ONT.	YQG	AIRX	.....					
		AA	WO 5-1000	Served through Detroit, Mich.				
		TC	CL 4-111	300	22	.50	1.00	Rc Tc C
WINNIPEG, MAN.	YWG	AIRX	WH 2-6437					
		CP	WH 3-8421	500	14a	.35	1.00	Rc Tc C
		TC	93-9361	500	3,22, 53c,57	"	"	" " "
		NW	SP 4-4438	200	6,10,52	"	"	" " "
WINONA, MINN.	ONA	AIRX	3942					
		NO	8-2144	200	3	No Service		Rc Tc
WINSLOW, ARIZ.	INW	AIRX	501					
		FL	289-2811	200	3	No Service		Rc Tc DUG
WINSTON-SALEM, N.C.	INT	AIRX	PA 4-3691					
		EA	PA 6071	See Greensboro				
		PI	PA 5-0511	100	3	.55	1.10	R T G C
		UA	PA 4-9382	200		"	"	" " " "
WISCONSIN RAPIDS, WIS.		AIRX	HA 3-0360					
		STE NO	DI 4-2233	See Stevens Point, Wisc.				
WOLF POINT, MONT.	OLF	AIRX	33					
		FL	666	200	3	No Service		Rc T GTF
WORCESTER, MASS.	ORH	AIRX	PL 5-6161					
		MO	PL 7-6367	200	9,3	.45	1.45	R Tc G C
		NE	SW 9-4431	200	3,6	"	"	" " " "
WORLAND, WYO.	WRL	AIRX	FI 7-2392					
		FL	FI 7-2142	200	3	No Service		Rc Tc GTF
WORTHINGTON, MINN.	OTG	AIRX	376-3160					
		NO	376-6222	200	3	No Service		Rc Tc
WRIGHT PATTERSON A.F.B., OHIO		.....	See Dayton, Ohio					
YAKIMA, WASH.	YKM	AIRX	GL 7-5157					
		NW	GL 3-9934	200	6,52	.65	1.30	R T G SEA
		WC	CH 8-3104	150	3,54	"	"	" " " "
YAKUTAT, ALAS.	YAK	PN	4	200	16	.60	1.00	.....
YANKTON, S.D.	YKN	AIRX	NO 5-2673					
		NO	NO 5-7109	200	3	No Service		Rc Tc
YARMOUTH, N.S.	YQI	TC	1287	300	22	.35	.75	Rc Tc C
YORK NAVAL ORDANCE PLANT, PA.		.....	See Harrisburg, Pa.					
YORKTON, SASK.	YQV	TC	34-611	200	3	.35	.75	Rc Tc C
YORKTOWN NAVAL WEAPONS STATIONS, VA.			See Newport News, Va.					
YOUNGSTOWN, OHIO	YNG	AIRX	RI 3-5121					
		LC	LI 5-2511	150	3,9	.50	1.60	R Tc G CAK
		UA	LI 5-9744	400	6,5,22,10	"	"	" " " "
YUBA CITY, CALIF.	MYV	AIRX	SH 3-6390					
		PC	.....	See Marysville, Calif.				
YUMA, ARIZ.	YUM	AIRX	SU 3-3831					
		HL	SU 2-1871	200	54	.55	1.10	R Tc SAN
ZANESVILLE, OHIO	ZZV	AIRX	GL 2-5459					
		LC	GL 2-7561	150	3	.80	1.60	Rc

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
LIVE ANIMALS	All Points	WEST COAST	Applies to Air Express and Excess Baggage 10/15/61 - 3/15/62 on DC-3 equipment.
LIVE ANIMALS	Between Eureka/Arcata and points south	PACIFIC	Not accepted on Martin or F-27 equipment.
LIVE ANIMALS, BAIT, BIRDS, FISH, POULTRY, SHELLFISH	Through Chicago, except Poultry which will not be accepted on Ozark's system	OZARK	
LIVE ANIMALS	All points	TRANS-TEXAS	All eqipment; 6/1/61 - 10/1/61, applies to excess baggage and air Freight
MEAT, MEAT PRODUCTS, CHICKS	Off-line points within Mexico	AMERICAN	Accepted to MEX only
FLOWERS	Charlotte, Raleigh/Durham, Winston-Salem, via Knoxville	UNITED	

CARRIER SERVICES

Blank spaces indicate no participation in services listed.

Carriers	Air Freight Services: Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck: Joint Tariffs	Air/Truck: Separate Tariffs	Note 3: CAF/BAF/RAF/RC/PAF	Equipment: Combination Aircraft	Equipment: All Cargo Aircraft	Equipment: Speedpak	Protective Services: Attendants Note 1: Armed Guards	Attendants Note 1: Human Remains	Attendants Note 1: Live Animals	Attendants Note 1: Any Shipment	Protective Services: Signature Service	Special Services: "PRI" or "HOLD" Baggage	Special Services: Household Goods	Special Services: Assembly or Distribution Note 2	Special Services: Household Pets	Special Services: Stopping-in-Transit	Special Services: Storage	Special Services: Horse Stalls
ALASKA AIRLINES, INC.	X	X	X	X		X		X				X	X		X	X	X	X	X		X	
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X		X		X		X								X	X	X			X	
BRANIFF AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X		X	X	X		X	
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X	X							X	X	X	X		X	
CARIBBEAN ATLANTIC AIRLINES						X		X	X								X	X	X		X	
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X			X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X							X	X	X	X	X		X	
DELTA AIR LINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X	X	X	X	X	X	X		X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X	
LAKE CENTRAL AIRLINES	X	X						X											X		X	
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X	
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X		X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X			X	
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X							X		X												
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X	X	X		X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X				X	X	X	X	X	X	X			X
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X			X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X				X			X	X	X	X			
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X			X	
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X	
TRANS CARIBBEAN AIRWAYS								X	X													
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X			X	
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.

Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; BN, UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

AIRCRAFT	Chart	Page
Curtiss C-46 (All Cargo)	1	G-17
Curtiss C-46 (Super D-46)	2a	G-17
Douglas C-54	2	G-18
Douglas DC-3	3	G-19
Douglas DC-4	4	G-20
Douglas DC-6	5	G-20
Douglas DC-6B	6	G-21
Lockheed Super Constellation (Comb.)	7	G-21
Lockheed Constellation	8	G-21
Consolidated Convair	9	G-22
Douglas DC-7, 7-B, 7-C	10	G-25
Douglas C-47 (All Cargo)	14	G-25
Bristol Britannia	14a	G-17
Douglas DC-6A, DC-7F	15	G-23
Douglas DC-6A (Comb.)	15a	G-19
Lockheed Constellation Speedpak	16	G-24
Smith Curtiss Commuter	18	G-24
Martin	19	G-24
Sikorsky S-55	20	G-24
Vertol 44	21	G-24
Viscount	22	G-24
Lockheed Super Constellation (All Cargo)	23	G-24
Fairchild C-82	24	G-24
Boeing 707	50	G-25
Boeing 720	50c	G-24
DeHaviland Comet IV	51	G-25
Lockheed Electra	52	G-22
Douglas DC-8	53	G-23
Douglas DC-8	53c	G-17
Fairchild F-27 (See DC-3)	54	G-25
Convair 880	55	G-19
Caravelle	56	G-25
Vickers Vanguard	57	G-19
CL-44	58	

14-A BRISTOL BRITANNIA

Height in Inches

	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width

1 CURTISS C-46 (ALL CARGO)

First Dimension (In Inches)
Not Applicable to DL (See Chart 1-A)

	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
38	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
95	86	86	86	79		

Find Third Dimension (In Inches) at intersection of First and Second Dimensions

1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES) \ HEIGHT (INCHES)	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122	94	74
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
22	309	309	309	309	309	309	309	309	309	309	309	259	259	182	151	103	73	54
26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	66	49
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57	43
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	*
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	*
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*	*
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56	*	*
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*	*
54	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45	*	*
58	139	139	139	139	139	139	139	139	139	139	139	123	55	55	49	*	*	*
62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*	*
66	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*	*
70	111	111	111	111	111	111	111	111	111	111	111	66	55	55	45	*	*	*
74	99	99	99	99	99	99	99	99	99	99	99	66	55	55	45	*	*	*
78	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*	*
82	75	75	75	75	75	75	75	75	75	75	75	66	54	54	*	*	*	*
86	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
90	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
94	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*	*
98	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*	*
102	73	73	73	73	73	73	73	73	73	73	73	63	*	*	*	*	*	*
108	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*	*

53C DOUGLAS DC-8

	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3 A	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
B	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
C	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
6 A	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
B	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
C	296	295	294	293	292	292	291	291	291	291	290	290	290	289	289	289	287
9 A	294	270	258	246	243	240	237	236	232	229	226	224	222	220	217	215	209
B	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
C	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
12 A	294	258	240	220	214	208	202	198	192	188	186	183	181	179	177	175	170
B	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
C	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
15 A	293	258	203	175	171	167	163	161	158	156	154	152	150	149	148	147	145
B	293	247	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
C	293	247	203	170	161	153	146	140	135	132	131	131	130	130	130	130	128
18 A	286	240	194	168	164	161	157	154	151	149	146	144	142	140	138	136	132
B	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	106
C	286	236	194	160	148	140	134	129	128	127	127	126	126	125	123	122	120
21 A	275	232	184	159	154	150	146	142	139	136	133	130	128	126	124	122	116
B	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104	103	102
C	275	224	184	146	134	130	128	126	124	123	122	121	120	118	117	116	109
24 A	271	220	178	154	148	144	140	136	132	128	124	121	118	115	112	108	101
B	271	216	176	126	118	114	110	108	108	104	102	101	100	99	98	98	98
C	271	216	176	132	128	126	123	121	120	118	117	116	114	112	110	106	101
27 A	254	214	164	140	131	126	122	117	113	108	104	101	98	96	94	92	90
B	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90
C	254	200	144	122	118	117	114	109	104	100	100	100	100	98	97	96	94
30 A	234	183	148	128	120	107	94	89	87	87	87	87	86	84	83	82	79
B	234	180	123	102	97	93	91	89	87	87	87	87	86	84	83	82	79
C	234	180	123	106	103	100	98	97	96	95	94	93	92	91	88	86	81
33 A	218	164	128	102	87	83	81	80	79	78	78	77	76	76	75	74	70
B	218	140	108	91	87	83	81	80	79	78	78	77	76	76	75	74	70
C	218	140	108	92	88	86	84	83	83	83	82	82	81	80	78	76	72
36 A	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
B	195	120	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
C	195	120	95	79	75	72	70	70	70	70	70	69	68	68	67	66	62

Length Restricted To Inches at Intersection of Height and Width

LINE A – Applicable only to TCA
LINE B – Applicable only to ALITALIA
LINE C – Applicable only to PAA

2

DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	541
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521	517
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	486
16								550	550	550	550	550	542	539	536	533	531	525	523	520	508	498	487	480	471	462	456
18									550	550	550	537	528	518	510	505	500	491	483	480	470	463	453	447	439	429	420
20										550	536	521	509	498	489	482	476	467	461	455	445	434	452	417	408	396	389
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294
30															397	383	370	357	346	335	328	321	312	303	294	286	278
32																367	355	344	331	320	311	303	294	287	279	272	266
34																	342	330	317	306	296	287	280	273	266	260	254
36																		316	305	292	283	275	268	262	256	249	244
38																			293	280	272	265	258	252	245	238	232
40																				270	263	255	248	242	235	228	221
42																					255	247	239	232	226	219	211
44																						239	230	223	216	209	202
46																							222	214	207	200	192
48																								206	199	190	184
50																									191	183	176
52																										176	169
54																											163
56																											
58																											
60																											
62																											
64																											
65																											

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	220	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	113	112	111	110	110	109	108
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	108	107	106	105	104	103	102
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	99
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99
50	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99		
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100				
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
58		142	138	134	129	127	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100						
60			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99							
62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
64					117	114	110	107	105	102	100	98	96	95	94	93											
65						111	108	105	102	100	98	95	94	93													

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

3 DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN.....23"x28"x44"
CP.....24"x28"x357"
56"x56"x 93"
24"x60"x181"

LC..... 20"x24"x44"
FL ..... 36"x44"x86"
NE, PC ..... 28"x 40"x44"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32	32	32	32	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31	31	
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30	30	
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29		
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													

57 VICKERS VANGUARD

Length (In Inches)

	60	64	68	72	76	80	84	88	92	96	100	104	108	112	116	120	124	128	132	136	140	144	148
18	56	52	49	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	17
22	56	52	49	46	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	21	19	17
26	56	52	49	46	45	45	45	45	45	45	45	45	45	45	45	45	45	25	24	22	21	19	17
30	56	52	49	46	45	45	45	45	45	45	45	45	45	45	29	28	26	25	24	22	21	19	17
34	56	52	49	46	45	45	45	45	45	45	33	32	31	30	29	28	26	25	24	22	21	19	17
38	56	52	49	46	45	45	45	45	36	35	33	32	31	30	29	28	26	25	24	22	21	19	17
42	56	52	49	46	45	45	40	38	36	35	33	32	31	30	29	28	26	25	24	22	21	19	17
45	56	52	49	46	45	45	40	38	36	35	33	32	31	30	29	28	26	25	24	22	21	19	17
46	45	45	45	45																			
50	45	45																					
54	45																						
58	45																						

55 CONVAIR 880

Width (Inches) / Height (Inches)	4	8	12	16	20	24	28	32	34
	Package Length (Inches)								
28	136	125	116	106	97	88	79	70	
24	149	139	129	119	110	100	90	80	75
20	154	146	137	129	119	110	100	89	84
16	158	153	146	138	129	118	107	94	86
12	160	158	151	142	132	122	110	97	90
8	160	160	158	151	141	124	112	103	99
4	160	160	160	158	148	126	114	105	102

15 – A
DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
	MAXIMUM LENGTH – INCHES									
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

4 DOUGLAS DC-4

LINE A applies to: CA, KL,
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
30	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
32	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
34	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
36	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
38	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
40	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
42	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	—		
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	—			
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86	86	—					
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86	86	—	—						
	B	65	65	65	65	60	57	55						
56	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150														
	B	150														
	C	150														
4	A	150	150													
	B	150	150													
	C	150	150													
6	A	150	150	150												
	B	150	150	150												
	C	150	150	150												
8	A	150	150	150	150											
	B	150	149	149	149											
	C	150	150	150	150											
10	A	150	150	150	150	150										
	B	150	143	140	137	133										
	C	150	150	150	150	150										
12	A	150	150	150	150	150	146									
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	146	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
18	C	150	150	150	150	135	123	121	111	105						
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
20	C	150	150	150	142	131	110	104	98	95	90					
21	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
22	C	150	150	147	130	125	103	98	92	90	84	81				
23	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
24	C	150	147	138	123	115	96	91	88	84	78	74	71			
25	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
26	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
28	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
32	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
35	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
	C	75														
43	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
47	A	75	75	73	73	73	73	73	73	63	63	59	59			
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	A	73	73	73	73	73	73	73	73							
	B	52	52	52	52	52	52	52	52	52						
55	A	51	51	51	51	51	51	51	51							
	B	52	52	52	52	52	52	52	52							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

6 DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CD, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

First Dimension (In Inches)

Second Dimension (In Inches)		1	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	30	32	34
3	A	211																				
	B	200																				
	C	200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100				
6	A	211	211																			
	B	200	200																			
	C	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91				
9	A	211	211	195																		
	B	200	200	195																		
	C	200	200	195	189	150	144	139	135	128	123	117	113	108	104	94	89	82				
12	A	211	193	186	158																	
	B	190	190	186	158																	
	C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74				
15	A	184	168	160	142	127																
	B	168	168	160	142	127																
	C	168	168	160	142	127	122	118	114	109	104	101	98	94	90	70	72	67				
16	A	175	161	144	135	122	121															
	B	175	161	144	135	122	121															
17	A	166	153	139	129	118	116	113														
	B	166	153	139	129	118	116	113														
18	A	158	147	135	124	114	111	108	105													
	B	150	150	135	123	114	111	108	105	101												
	C	150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60				
19	A	149	141	128	118	109	106	103	101	94												
	B	149	141	128	118	109	106	103	101	94												
20	A	142	135	123	113	104	101	99	97	92	90											
	B	142	135	123	123	104	101	99	97	92	90											
21	A	137	128	117	109	101	96	95	94	90	87	84										
	B	124	124	116	108	99	96	95	94	90	89	89										
	C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54				
22	A	131	121	113	106	98	95	92	91	88	85	82	78									
	B	131	121	113	106	98	95	92	91	89	89	89	89									
23	A	126	116	108	101	94	91	89	87	84	81	79	76	74								
	B	126	116	108	101	94	91	89	89	89	89	89	89	85								
24	A	120	112	104	97	91	88	86	84	81	78	76	74	72	70							
	B	112	112	104	96	91	89	89	89	89	89	89	89	85	85							
	C	112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48				
25	A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61						
	B	111	105	101	95	89	89	89	89	89	89	89	85	85	85	76						
26	A	104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53					
	B	104	102	94	92	89	89	89	89	89	89	89	89	89	89	85	76	76				
27	A	100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
	B	100	99	95	89	89	89	89	89	89	89	89	89	85	85	76	76	70				
	C	99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
30	A	89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39				
	C	88	88	86	80	74	72	72	71	69	67	65	63	61	59	48	43	39				
33	A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
	B	89	89	89	89	89	89	89	89	89	89	89	88	82	82	74	74	69	69	67		
	C	80	80	79	75	75	70	68	67	66	64	62	60	57	54	53	45	41	36			
36	A	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
	B	89	89	89	89	89	89	89	89	89	89	89	88	81	81	74	74	68	68	67	63	
	C	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
40	B	89	89	89	89	89	89	89	89	89	89	89	87	78	78	73	73	67	67	66	63	63
44	B	89	89	89	89	89	89	89	89	89	89	89	89	78	78	72	72	66	66	65	63	63
48	B	89	89	89	89	89	89	89	89	89	89	89	88	77	77	71	71	65	65	64	63	63
52	B	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	64	64	63	63	63
56	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	62
58	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	
59	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64			
60	B	89	89	89	89	89	89	89	89	89	89	89	85									

Find THIRD DIMENSION (In Inches) at intersection of first and second dimensions

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		2	4	6	8	10	12	13	14	16	18	20	21	22	24	25	26	28	29	30	32	34	39	40
2	A	312	300	202	177	158	142		128	117	110	107	105	71	65		59	54		49	44	39		
	B	312					300	300		300	300		300		300	300		300	123	100			100	100
3	B	312					300	226		220	220		200		200	200		200	111	100			100	100
4	A	310	300	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					300	200		200	200		200		200	200		200	111	100			100	100
6	A	310	300	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					202	170		170	170		170		170	170		170	101	100			100	100
8	A	310	300	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					177	152		152	152		152		152	152		152	100	100			100	100
9	B	300					158	137		137	137		137		137	137		137	100	100			100	100
10	A	310	300	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					158	137		137	137		137		137	137		137	100	100			100	100
12	A	310	300	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					142	128		124	124		124		124	124		124	100	100			100	100
13	A	310	255	197	174	156	139		126	116	109	107	104	65	60		55	50		45	41			
	B	300					128	114		114	114		114		114	114		114	100	100			100	100
14	A	300	255	197	174	156	139		126	116	109	105	104	65	60		55	50		45	41			
	B	300					128	114		114	114		114		114	114		114	100	100			100	100
15	B	300					124	114		108	108		108		108	108		108	100	100			100	100
16	A	300	243	193	171	153	137		124	115	109	105	103	65	60		55	50		45	41			
	B	300					124	114		108	108		108		108	108		108	100	100			100	100
17	B	300					124	114		108	104		104		104	104		104	100	100			100	100
18	A	300	234	190	168	150	135		122	113	108	104	103	65	60		55	50		45	41			
	B	300					125	114		108	104		104		104	104		104	100	100			100	100
19	A	300					124	114		108	104		101		101	101		101	60	60			60	60
20	A	300	225	186	165	147	133		121	112	107	104	102	65	60		55	50		45	41			
	B	300					124	114		108	104		101		101	101		101	60	60			60	60
21	A	300	218	181	162	144	130		119	111	106	103	102	65	60		55	50		45	41			
	B	300					124	114		108	104		100		100	100		100	60	60			60	60
22	A	300	218	181	162	144	130		119	111	106	103	102	77	52		48	45		42				
	B	300					124	114		108	104		100		80	80		80	42	42			29	
23	B	300					124	114		108	104		100		52	48		45	42	42			29	
24	A	300	212	177	158	141	128		118	110	105	102	101	77	52		48	45		42				
	B	300					124	114		108	104		100		52	48		45	42	42			29	
25	B	300					124	114		108	104		100		48	29	29	29		29			29	
26	A	300	206	174	155	147	126		116	109	104	101	101	29	29		29	29		29				
	B	300					124	114		108	104		100		48	29	29	29		29			29	
28	A	300	200	170	152	137	124		114	108	104	101	100	29	29		29	29						
	B	300					124	114		108	104		100		45	29		29	29	29			29	
29	A	125	111	101	93	85	78		73	68	65	29		29	29		29	29						
30	A	96	90	85	80	74	70		67	67	57	29		29	29		29	29	A-applicable only to TCA					
34	A	87	80	75	71	67	64		61	59	57	29		29	29		29	29						
39	A	56	55	54	54	53	52		52	51	51	29		29	29		29	29	B-Not applicable to TCA					

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK, See Table 16)

CD

FIRST DIMENSION (In Inches)

Second Dimension (In Inches)	1	2	4	6	8	10	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
4	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
6	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
8	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
10	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
12	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
13	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
14	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
15	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
16	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
17	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
18	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
19	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
20	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
21	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
22	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
23	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
24	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
25	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
26	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
28	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
30	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
32	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
34	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
36	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
38	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
40	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
41	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170

Find Third Dimension in Inches at Intersection of First and Second Dimensions

9 CONSOLIDATED CONVAIR

Applicable to NA

Second Dimension (In Inches)	FIRST DIMENSION (IN INCHES)								
	5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

52 LOCKHEED ELECTRA

Height (Inches)	Package Lengths (Inches)																
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46
24	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	70	50
22	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51
20	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61
18	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69
16	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72
14	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75
12	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
10	169	169	169	169	169	169	169	169	162	155	148	138	125	114	103	98	80
5	169	169	169	169	169	169	169	169	162	155	148	138	125	114	103	98	80
	5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	A	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
	B	96	96	96	96	96	96	96	96	96	96	91	86	78	78	73	73	73	73	73	73	73	73	73	–
	C	108	108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D	96	96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	73
4	A		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B		96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	–
	C		108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D		96	96	96	96	96	96	96	96	90	84	76	73	73	73	73	73	73	73	73	73	73	73	73
6	A			94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	B			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	–
	C			105	105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
	D			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	73
8	A				92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
	B				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C				105	105	105	105	105	105	105	105	105	96	96	96	96	96	96	88	88	88	88	88	88
	D				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
10	A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
	B					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C					102	102	102	102	102	102	102	102	90	90	90	90	90	90	80	80	80	80	80	80
	D					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12	A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
	B						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C						93	93	93	93	93	93	93	84	84	84	84	84	84	80	80	80	80	80	80
	D						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14	A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
	B							80	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C							84	84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80
	D							80	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64
16	A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	B								70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	59	–
	C								80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	59
18	A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
	B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	54
20	A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	50
22	A											76	76	76	76	76	76	76	76	76	76	76	76	76	76
	B											70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C											80	80	59	59	59	59	59	52	52	52	52	52	52	52
	D											70	70	70	70	70	70	70	70	70	70	70	70	70	46
24	A												72	72	72	72	72	72	72	72					
	B												70	70	70	70	70	70	70	70	46	46	46	46	–
	C												80	53	53	53	53	53	53	48	48	48	48	48	48
	D												46	46	46	46	46	46	46	46	46	46	46	46	43
	E		105	105	105	104	92	86	78	74	68	64	50	56	52	48	44								
	F		105		105		84		80		80		58		56		56	56							
26	A													30	30	30									
	B													46	46	46	46	46	46	46	46	46	46	46	–
	C													48	48	48	48	48	48	48	48	48	48	48	45
	D													46	46	46	46	46	46	46	46	46	46	46	41
28	A														30	30									
	B														46	46	46	46	46	46	46	46	46	46	–
	C														48	48	48	48	48	48	48	48	48	43	43
	D														46	46	46	46	46	46	46	46	46	46	40
30	C															48	48	48	48	48	38	38	38	38	38
32	C																48	48	48	36	36	36	36	36	36
34	C																	48	48	36	36	36	36	36	36
36	E		104	104	98	90	84	78	72	68	64	60	56	52	48	44	40								
	F		104		96		84		80		80		56		42		40	38							
48	E		96	96	88	80	74	68	64	60	56	52	50	46	44	40	36								
	F		96		88		80		80		56		48		42		38	34							

LINE A Applies to AA and MO
LINE B applies to BN, CO and NO
LINE C applies to PA and WA
LINE D applies to UA only
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS
28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 98"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

53 DOUGLAS DC-8

WIDTH (In Inches)		HEIGHT (In Inches) 3	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
3	A	298	298	296	296	295	294	294	293	293	293	293	292	292	292	292	292	292	291	291	291
	B		283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283			283
6	A	298	297	296	294	293	293	293	293	291	291	291	290	284	276	274	271	262	248	238	232
	B		283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283			283
9	A	296	296	262	260	250	244	240	239	237	232	230	228	225	222	216	212	209	200	189	182
	B		283	270	258	258	246	246	246	246	236	236	229	224	222	220	217	214			209
12	A	296	294	260	210	202	202	199	196	193	191	189	186	183	180	170	165	160	140	136	130
	B		283	258	240	220	214	208	202	198	192	188	186	183	181	170	177	175			170
15	A	295	293	250	202	172	159	152	144	134	129	127	124	122	120	118	115	113	112	111	110
	B		283	258	220	175	171	168	168	168	159	159	154	154	154	149	148	147			145
16	A	294	293	247	199	160	150	139	127	125	124	122	120	118	116	114	113	112	111	110	106
17	A	294	293	244	197	150	140	130	122	120	118	117	116	114	111	110	110	109	107	105	103
18	A	293	293	240	196	144	127	122	120	118	116	115	114	112	109	108	108	107	105	103	101
	B		283	246	202	168	164	161	157	154	151	149	146	144	142	140	138	136			132
19	A	293	291	237	193	134	125	121	118	116	115	114	112	109	106	105	105	105	103	102	100
20	A	293	291	232	191	130	123	120	114	113	112	110	108	106	103	103	103	103	102	101	100
21	A	293	291	230	189	127	122	117	111	110	110	108	106	104	103	103	102	102	101	100	100
	B		283	236	188	159	154	150	149	142	139	136	133	130	128	126	124	122			116
22	A	292	290	228	185	125	120	115	110	108	108	106	105	104	103	102	101	101	100	99	99
23	A	292	284	225	182	122	118	112	109	107	105	105	104	104	102	102	101	101	100	99	99
24	A	292	276	222	180	120	116	111	109	106	103	103	103	103	102	101	101	100	99	99	99
	B		283	222	181	154	148	144	142	136	132	128	124	121	118	115	112	108			101
25	A	292	274	216	170	118	115	110	108	105	103	103	103	103	102	101	100	100	99	99	98
26	A	292	271	212	164	115	113	109	107	104	103	102	102	102	101	101	100	99	99	98	98
27	A	292	262	209	160	113	112	108	106	103	102	102	102	102	101	100	100	99	99	98	98
	B		283	215	175	147	136	136	136	122	122	122	108	108	108	96	94	92			90
28	A	291	254	156	140	111	110	107	105	103	101	101	101	101	101	100	100	99	99	98	97
29	A	291	246	128	121	108	107	106	104	102	101	101	101	101	101	100	100	99	99	98	97
30	A	291	241	112	109	106	105	105	104	102	101	101	101	101	101	100	100	99	99	98	97
	B		283	209	170	145	132	132	132	116	116	116	101	101	101	90	90	90			79
31	A	290	237	108	106	104	104	103	102	101	99	98	97	97	97	96	96	96	95	95	95
32	A	289	232	106	103	103	102	101	100	99	98	97	96	96	95	95	94	94	93	93	93
33	A	288	228	103	102	102	101	99	98	98	97	96	95	95	94	94	94	94	93	92	91
	B		218	164	128	107	91	86	81	80	79	78	78	77	76	76	75	75			70
34	A	287	226	102	102	101	100	98	97	96	95	94	94	93	92	91	91	90	89	88	87
35	A	287	225	102	101	99	98	97	96	95	94	94	93	92	91	90	89	89	87	86	85
36	B		195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65			60

Line B applies to EA and NW only.
Find Lenght (In Inches) at Intersection of Height and Width

15 DOUGLAS DC-6A (ALL CARGO) DOUGLAS DC-7F (ALL CARGO)

Width only (in inches)	Height or Width (In Inches) 60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	478	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	389	282
24	398	390	385	370	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	259	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	170	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	213	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
103	115																		

Find Length (In Inches) at Intersection of Height and Width

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, PC
LINE C applies to: AL

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	18	20	30	40	80	88
3	A	136	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
30	A	74	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22 VISCOUNT

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		15	20	25	30	35	40	45	50	52	54	55	56	58	60	65	70	75	80	85	90	95	100
8	A								36	36	36		36	36	36	20	20	18	18	18	18	18	18
10	A								35	35	35		35	35	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	37	37	35			35			18	18	18	18	18	18	18	18	18
12	A								35	35	35		35	20	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	36	36	35			35			18	18	18	18	18	18	18	18	18
14	A								35	35	35		20	20	20	20	20	19	18	18	18	17	17
	B	46	46	46	46	46	35	35	35			35			18	18	18	18	18	18	18	18	18
16	A								34	34	20		20	20	20	20	20	19	18	18	18	17	17
	B	46	45	43	45	35	35	35	35			35			18	18	18	18	18	18	18	18	18
18	A								33	20	20		20	20	20	20	20	19	18	17	17	17	17
	B	46	40	40	40	35	35	35	35			35			18	18	18	18	18	18	18	18	18
20	A								32	20	20		20	20	20	19	19	17	17	17	17	16	—
	B	46	36	36	36	31	18	18	18			18			18	18	18	18	18	18	18	18	15
22	A								30	20	20		19	19	19	19	18	17	17	16	16	15	
	B	46	36	33	29	21	18	18	18			18			18	18	18	18	18	15	15	15	15
24	A								27	19	19		19	19	19	19	18	17	16	15	15		
	B	46	36	30	27	21	18	18	18			18			18	18	18	18	18	15	15	15	15
26	A								25	19	19		19	19	19	18	17	16	15				
	B	46	36	28	24	21	18	18	18			18			18	18	18	18	18				
28	A								21	19	19		18	18	18	18	16	15					
	B	46	36	26	21	21	18	18	18			18			18	18	18	18	18				
30	A								19	19	19		18	18	18	18	15						
	B	46	36	24	21	21	18	18	18			18			18	18	18	18	18				
32	A								18	18	18		18	18	18	17							
	B	46	31	23	21	19	18	18	18			18			15	15	15						
34	A								18	18	18		17	17	17								
	B	46	31	21	21	18	18	18	18			18			15	15	15	A-applicable to TCA only					
36	A								17	17	17												
	B	35	31	20	20	18	16	16	16			15			12	12	12	B-Not applicable to TCA					
38	A								15														
	B	35	19	19	19	18	15	15	15														

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	48	88
6	320	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
22	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
24	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
26	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
28	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
30	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
32	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
34	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
36	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
38	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
40	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
42	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
44	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
46	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
48	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
50	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
52	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
54	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
56	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
58	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
60	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
62	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
64	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
66	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
68	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
70	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
72	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
74	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
76	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
78	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
80	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
82	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
84	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
86	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
88	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

18 SMITH CURTISS COMMUTER

Use Convair Chart No. 9.

50C BOEING 720

WIDTH IN INCHES

HEIGHT IN INCHES	4	8	12	16	20	24	28	32	36	40	44	48
5	256	(252) 240	(226) 218	(207) 203	(189) 188	176	164	156	149	139	131	120
10	253	(247) 220	(220) 205	(201) 193	(184) 180	170	158	152	145	135	128	118
15	(247) 219	(241) 208	(213) 195	(194) 182	(178) 172	162	153	147	140	131	124	115
20	(242) 208	(231) 200	(207) 183	(187) 172	(172) 163	155	147	141	134	125	119	112
25	(233) 205	(219) 184	(198) 171	(179) 162	(165) 154	147	141	134	127	118	112	107
30	(220) 189	(204) 170	(192) 160	(170) 152	(156) 145	140	133	125	119	110	104	99
35	(203) 168	(193) 155	(182) 146	(159) 141	(147) 136	132	121	113	107	100	95	89
40	(191) 150	(184) 141	(169) 134	(145) 127	(135) 120	112	105	98	92	88	83	78
45	(184) 131	(171) 123	(153) 117	(127) 110	(120) 101	94	88	81	76	72	68	58
50	(174) 118	(153) 110	(129) 102	(105) 93	(98) 84	76	68	62	58	54		
55	(158)	(130)	(104)	(83)								
60	(129)	(100)	(82)									
65	(89)											
68	(81)											

Find length (in inches) at intersection of height and width. Length figures shown in parenthesis ( ) can be used only if cargo is inserted diagonally through the door.

21 VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

100 x 102 x 335

and

74 x 102 x 460

MAXIMUM DIMENSIONS FOR PACIFIC AIR LINES

39 x 45 x 24

23 LOCKHEED SUPER CONSTELLATION (All Cargo)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	54	60	66	72	
3	A 792	792	696	492	
	840	840	696	486	414
6	A 792	792	624	456	
	840	792	624	462	372
9	A 792	696	528	396	
	840	702	534	402	366
12	A 756	624	492	360	
	762	624	495	366	297
18	A 576	492	396	288	
	576	498	396	293	264
24	A 480	396	312	240	
	480	402	318	246	228
30	A 384	324	264	216	
	390	327	270	216	198
36	A 324	276	228	180	
	324	276	231	189	162
48	A 240	204	180	144	
	240	210	176	144	132
60	A 180	156	132	108	
	186	165	138	110	108
72	A 132	120	108		
	141	117	110		
88	117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

A - Applicable only to EA.

50 BOEING 707

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		4	8	12	16	20	24	28	32	36	40	44	48
69	C	81											
68	A	108											
	A	126											
67	C	87											
65	C	94	81										
64	A	140	106										
63	C	102	89										
62	A	152	125										
61	C	110	97	81									
60	A	162	139	101									
59	C	120	106	90									
58	A	171	150	118									
56	A	181	160	130									
	C	133	118	104									
54	A	190	170	141	98								
53	C	146	131	118	95								
52	A	199	180	151	118								
50	A	208	188	160	130								
	D	175	152	138	135	118	97	88	82	54			
	C	159	144	132	117								
48	D	180	161	140	138	128	110	100	91	78	68	52	
47	A	221	201	174	147	121	106	94	84	63	53	—	—
	B	127	120	112	103	95	87	78	70	63	53	—	—
	C	171	156	144	132	118	107	100	70	62	52	—	—
44	A	232	214	186	161	137	123	113	105	96	85	65	—
	B	133	126	118	110	102	95	88	85	82	80	65	—
	C	182	167	156	144	130	119	110	82	80	80	64	—
	D	187	175	156	144	139	130	120	108	96	86	73	52
41	C	193	177	165	153	141	130	118	105	98	81	—	—
40	A	243	229	202	178	156	140	124	114	106	95	85	—
	B	149	141	134	133	130	124	116	109	102	95	85	—
	D	197	185	170	156	144	140	132	120	106	97	86	68
38	C	203	186	173	161	150	138	126	114	107	100	91	55
36	A	250	241	218	195	173	156	138	125	113	106	96	74
	B	69	168	162	153	145	136	128	120	113	106	96	74
	C	209	191	178	165	155	143	131	119	112	105	96	73
	D	209	192	182	166	155	146	141	131	117	106	96	78
33	C	218	200	185	171	160	148	137	126	120	112	103	84
32	A	255	250	233	210	187	168	149	135	125	114	105	87
	B	198	194	182	170	160	148	139	130	122	114	105	87
	D	221	202	192	173	162	150	148	140	131	120	108	91
30	C	226	207	191	177	165	153	142	132	126	118	109	92
28	A	259	257	243	225	200	179	159	149	138	124	113	96
	B	222	215	200	186	174	160	149	139	130	122	113	96
	D	232	211	198	180	167	155	150	148	141	132	120	100
27	C	234	214	197	182	169	157	146	137	131	123	114	98
24	A	263	261	254	238	212	189	179	168	156	140	123	103
	B	242	236	219	202	187	172	158	147	137	128	119	103
	C	241	220	202	187	173	160	149	141	135	128	119	103
	D	241	220	202	187	173	160	155	150	146	140	130	110
21	C	248	225	207	191	176	163	153	143	138	131	123	108
20	A	266	265	261	249	222	212	200	187	173	156	137	109
	B	261	257	238	218	200	183	167	153	143	133	125	109
	D	250	228	208	192	177	173	167	162	155	144	139	129
18	C	253	231	211	194	179	166	155	147	141	135	126	111
16	A	271	268	266	258	249	238	225	210	195	178	161	142
	B	269	268	256	233	213	193	175	159	148	138	129	114
	D	259	235	214	197	192	187	180	173	166	156	144	138
15	C	259	236	215	198	182	169	158	149	143	137	129	115
12	A	273	271	269	266	261	254	243	233	218	202	186	169
	B	272	270	269	248	224	202	181	164	152	141	132	118
	C	264	241	219	202	185	174	160	151	145	139	131	118
	D	264	241	219	214	208	202	198	192	182	170	156	140
9	C	268	246	223	205	188	176	163	153	147	140	132	120
8	A	274	272	271	268	265	261	257	250	241	229	214	197
	B	274	272	271	263	233	209	187	269	155	144	134	121
	D	270	247	241	235	228	220	211	202	192	185	175	161
6	C	272	250	227	208	191	177	165	155	148	141	133	122
4	A	276	274	273	271	266	263	259	255	250	243	232	216
	B	275	274	273	270	240	214	190	172	158	146	135	123
	D	274	270	264	259	250	241	232	221	209	197	187	180
3	C	275	254	230	211	194	179	167	157	149	142	134	123

A–B – TVA, PAA
C – AAL
D – CAL, BNF, WAL

A – Use when package weighs less than 50 kilos and may be turned on side for loading.

B – Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

56 CARAVELLE

HEIGHT	WIDTH 4	8	12	16	20	24
	MAXIMUM LENGTH					
4	80	80	79	78	74	65
8	80	80	79	78	74	65
12	80	80	79	78	74	65
16	80	80	79	78	74	65
20	80	80	79	78	74	65
24	80	80	79	78	74	65
28	80	80	79	78	74	65
32	80	80	79	78	74	65
36	80	80	79	78	74	65
40	80	80	79	78	74	65
44	80	80	79	78	74	65
48	80	80	79	78	74	
52	80	80	79	78	74	
56	80	80	79	78		
60	64	64	64	62		

51 DE HAVILAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78		
15	78	78	78	78	78	78	78	78	78	
16	78	78	78	78	78	78	78	78		
17	78	78	78	78	78	78	78	78		
18	78	78	78	78	78	78	78			
19	78	78	78	78	78	78	78			
20	78	78	78	78	78	78	78			
22	78	78	78	78	78	78				
24	78	78	78	78	78					
26	78	78	78							
28	78	78								
30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

10 DOUGLAS DC-7, 7-B, 7-C

Height or Width (In Inches)

Width only in inches	Height 3	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27
	3	*211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108
	6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97
	9	189	173	156	150	144	137	131	126	121	116	111	106	101	97	92	87
	12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77
	15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68
	18	136	126	116	112	108	103	99	96	92	89	85	82	70	72	66	60
	21	120	111	103	100	97	93	90	87	85	83	70	76	72	66	60	54
	24	105	98	91	90	87	84	81	80	78	76	72	69	65	59	54	49
	27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	45
Width only in inches	30	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41
	33	83	79	76	73	71	69	67	64	62	60	57	53	49	45	41	38
	36	80	77	73	70	69	67	63	62	59	56	53	49	45	42	38	34

Find Length (In Inches) at Intersection of Height and Width
* Maximum length of 235 inches applicable to the DC-7C

14 DOUGLAS C-47 (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES) 48	44	40	32	28	24	20	WIDTH ONLY (IN INCHES) 28	72	76	80	84
2	366	366	366	357	357	357	357	353	189	129	109	101
4	366	366	366	357	357	357	357	353	189	129	109	101
8	362	362	357	357	357	357	353	237	161	129	109	97
12	362	357	357	357	357	353	297	177	129	117	97	85
16	357	357	357	357	353	325	213	133	117	105	93	81
20	357	357	357	353	277	253	153	117	105	93	81	
24	325	309	305	285	253	213	117	109	97	85	81	
28	273	265	253	237	217	153	109	97	89	81	81	
32	233	229	217	197	177	121	105	93	85	81	81	
36	201	197	189	177	153	117	105	89	85	81	81	
40	177	173	169	157	141	105	105	85	85	81	81	
44	173	161	157	145	129	105	101	85	81	77		
48	169	133	133	129	117	105	93	81	81	77		
52	117	117	117	117	109	105	85	81	81	77		
56	97	97	97	97	97	85	69	69				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CBA	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	N	AC(2-6)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2)	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2-6)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby	AC(2-6)	N	N	AC(2-6)	AC(2)	N	N	N	A(2)	AC(2)	N
Animals, in excess of 200 lbs	AC(6-49)	N	N	AC(6-49)	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2)	N
Apes	AC(6-49)	N	N	AC(6-49)	AC(2)	N	N	N	AC(2-6)	AC(2)	N
Bears, cub	AC(49)	N	N	AC(6-49)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2)	N
Bears, grown	AC(6-49)	N	N	AC(6-4-49)	AC(2)	N	N	N	AC(2-6)	AC(2)	N
Bees	A(2)	A(2)	N	AC(2)	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats	A(2)	N	N	AC(2-23a-23-26)	A(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpanzees	AC(6-49)	N	N	AC(6-49)	AC(2)	N	N	N	AC(2-6)	AC(2)	N
Chinchillas	A(2)	N	N	N	AC(2)	42	N	A(2-32)	AC(2)	AC(2)	(E)
Dogs	A(2)	N	N	AC(2-23a-23-26)	A(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2)	N
Fish	A(2)	A(2-9)	A(2-9)	A(2)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS											
Clams	A(2)	A(2-9)	A(9)	A(2)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(9)	A(2)	AC(2)	N	N	A(50-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	AC(2)	A(23-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2)	AC(2)	A(2-23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	AC(2)	A(23-25-50)	A(16a)	A(50-32)	A(50)	A(2-50)	A(50)
Foxes	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs	A(2)	N	N	AC(2)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters	A(2)	N	N	AC(2)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus	AC(6-49)	N	N	AC(6-49)	N	N	N	N	AC(2-6)	AC(2-16)	N
Horses, race	N	N	N	N	N	N	N	N	N	AC(2-16)	N
Insects	A(2)	N	A(2)	A(2)	A(2)	A(2-23-25)	N	A(2-32)	A(2)	AC(2)	A(2-20)
Lions, cub	AC(49)	N	N	AC(49)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-16)	N
Lions, grown	AC(6-49)	N	N	AC(6-49)	N	N	N	N	AC(2-6)	AC(2-16)	N
Livestock	AC(2-6)	N	N	AC(2-6)	N	N	N	N	AC(2-6)	AC(2-16)	N
EXCEPTIONS											
Calves	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-16)	N
Cattle, grown	N	N	N	N	N	N	N	N	N	AC(2-16)	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	AC(2-16)	N
Goats	AC(6-49)	N	N	AC(6-49)	N	N	N	N	AC(2-6)	AC(2)	N
Horses, draft	N	N	N	N	N	N	N	N	N	AC(16)	N
Sheep	AC(6-49)	N	N	AC(6-49)	N	N	N	N	AC(2-6)	AC(2-16)	N
Swine	AC(6-49)	N	N	AC(6-49)	N	N	N	N	AC(2-6)	AC(2-16)	N
Mink	A(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Orangoutangs	AC(2)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2)	N
Pets, small	A(2)	N	N	AC(2)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Poultry	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2)	N
EXCEPTIONS											
Chicks	A(2-4-8-16-18)	N	N	AC(2-4-8-16-18)	A(2)	A(2-23-25)	N	A(8-32)	AC(2-16)	AC(2-8-16-18)	A(8-20)
Ducklings	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2)	A(2-23-25)	N	A(8-32)	AC(2-16)	AC(2-8-16-18)	A(8-20)
Goslings	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2)	A(2-23-25)	N	A(8-32)	AC(2-16)	AC(2-8-16-18)	A(8-20)
Poultry, baby	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2)	A(2-23-25)	N	A(8-32)	AC(2-16)	AC(2-8-16-18)	A(8-20)
Poults (except turkey)	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2)	A(2-23-25)	N	A(8-32)	AC(2-16)	AC(2-8-16-18)	N
Poults, turkey	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2)	A(2-23-25)	N	A(8-32)	AC(2-16)	AC(2-8-16-18)	A(8-20)
Rabbits	A(2)	N	N	AC(2)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Reptiles	A(2-11)	N	N	AC(2-11)		N	N	N	AC(2-6)	AC(2)	N
EXCEPTIONS					A(2)						
Reptiles, small	AC(2)	N	A(2)	AC(2)	A(2)	N	N	A(2-32)	A(2-6)	AC(2)	N
Rodents	AC(2)	N	N	AC(2)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
EXCEPTIONS											
Coypu (Nutria)	A(2-48)	N	N	AC(2)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Mice	A(2-49a)	N	N	AC(2-49a)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	A(2)	N
Rats	A(2-49a)	N	N	AC(2-49a)	A(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Skunks, pet	A(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Snakes, non-poisonous and harmless	AC(2)	N	A(2)	AC(2)	A(2)	N	N	A(2-32)	AC(2-6)	AC(2)	N
Tigers, cub	AC(49)	N	N	AC(49)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2)	N
Tigers, grown	AC(6-49)	N	N	AC(6-49)	N	N	N	N	AC(2-6)	AC(2)	N
Wolves	AC(49)	N	N	AC(49)	N	N	N	N	AC(2-6)	AC(2)	N
Worms	A(2)	A(2)	A(2)	A(2)	A(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

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AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
Ⓔ-Air Express only.
Explanation of numerical notes follow charts.

	FT	LX(E)	LC	MO	NA	NE	NO	NW	NY	OZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	Ⓔ	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	Ⓔ	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2)	A(3)	Ⓔ	AC(2)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	AC(2)	A(3-31)	Ⓔ	AC(2)	A(2)	A(2)
Parakeets	A(3)	A	A(2-4)	N	AC(2)	A(3-31)	Ⓔ	AC(2)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	AC(2)	A(3-31)	Ⓔ	AC(2)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	A(2-3-7-49)	A(7)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	A(2)
Chimpansees	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	Ⓔ	AC(2)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	A(2-3-7-49	A(7)	A(3-31)	A(2)	A(2-23-26)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	Ⓔ	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	Ⓔ	A(50a)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	Ⓔ	A(50)	A(2-9)	A(2-9)
Lobsters	A(50a)	A(50a)	A(50a)	A(50a)	A(50a)	A(3-50a)	Ⓔ	A(50a)	A(50a)	A(50a)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	Ⓔ	A(50a)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A(3-50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	Ⓔ	A(4-23-26)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	Ⓔ	A(4-23-26)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	Ⓔ	AC(2)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	AC(2)	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Cattle, uncrated	A(3)	N	N	N	AC(2)	N	N	N	N	N
Goats	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-23-26)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	AC(2)	A(3)	Ⓔ	A(4-23-26)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	Ⓔ	A(4-23-26)	A(2)	N
Ducklings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	Ⓔ	A(4-23-26)	A(2)	N
Goslings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	N
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	N
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	N
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	N
Rabbits	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	Ⓔ	A(2-4-23-26)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-4-23-26)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	Ⓔ	AC(2)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-21)	Ⓔ	AC(2)	A(2-6)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	FC	FX	HD	SD	TC	TSC	TT	TW	TA	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2)	N	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	A(2-28-31)	A(3-4)	N	AC(2)	A(2-11-23-27-31)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	A(2-28-31)	A(3-4)	N	AC(2)	A(2-11-23-27-31)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	(E)	AC(2-42b,c)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	(E)	AC(2-42b,c)	AC(2-42a-42c)	N	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42b,c)	AC(2-42a-42c)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42b,c)	A(2-23-27-31)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC(2-42b,c)	AC(2-42a-51)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42b,c)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42b)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2-28)	A(3-4)	(E)	AC(2-42-42b)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	(E)	A(23-27-31)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42b)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a-42e)	N	A(9-2)
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	(E)	A(50)	A(50-23-27-31)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	(E)	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	(E)	A(50a)	A(2-9)	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	(E)	A(50)	A(50-23-27-33a-31)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2-28-31)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42e)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42e)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	A(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	A(2-28-31)	A(3-4)	(E)	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2-28)	A(3-4)	N	AC(2-42-42E)	AC(2-6)	A(2-20)	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42E)	AC(2-42e)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	AC(2-42a-33a)	N	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42-42E)	A(2-8-23-27-33a-31-41)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)		A(2-20)	N
Goslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42-42E)	A(2-8-23-27-33a	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42-42E)	33a-31-41)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42e)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	A(2-28-31)	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2-28)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2)	N	A(2)
EXCEPTIONS											
Coypu (Nutria)	N	A(2)	A(3)	N	A(2-28-31)	A(3-4)	N	AC(2)	A(2-23-27-48-31-41)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42e)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42e)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42e)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2-28)	A(3-4)	N	N	A(2-23-27-31-41)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-17)	A(3-4)	(E)	AC(2)	A(15)	A(2-20)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
(E)-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CBA	CO	CN	DL	EA	FL.	FT	LE(E)	LC	MO	NA
Alcoholic Beverages	A(13)	A	A	A(12)	A	N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated	AC(16)	N	N	AC	N	N	N	AC	AC	N	A	N	N	N	AC
Eggs, raw poultry	A	A	A	A(2)	A	A	A	A	A	A	A	A(2)	A	N	A
Etiologic Agents	A	A	A	A	A	A	A	A	A	N	A	A	A	A	N
Fabrics, in rolls	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A(21)	A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A	A	A	A	A(21)	A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
over 60" in length	A	N	N	AC	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
Foods, perishable	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit: fresh	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated	N	N	N	N	N	N	N	N	N	N	A	A	N	N	AC
On hangers or racks	N	N	N	AC	AC	N	N	AC	N	N	A	A	N	N	AC
Glass, thermo-pane	A(1)	A(1)	A(1)	A(1)	A	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5-16)	A(4-5)	N	A(4-5)	A(4-5)	A(4-5)	N	49b	AC(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Human remains, Infant	A(4-5)	A(4-5)	A(4)	A(4-5)	A(4-5)	A(4-5)	N	A(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packing	N	N	N	AC	AC	N	N	AC	AC	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A	A	A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A	A	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A	A	A	A	A	A	A	A	A	A(9)	N	A
Perishables not in leak-proof containers where time is principal factor in shipment	A	N	N	A	A	A	N	A	A	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain	A	N	N	A	A	A	A	A	A	A	A	N	A	A	A
Vegetables: fresh	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A

	NE	NO	NW	NY	OK	PC	PI	RD	SO	TC	TNC	TT	TW	UA	WA	WC
Alcoholic beverages	A(12)	(E)	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated	N	N	N	N	N	N	N	A	N	N	N	N	AC	AC	N	N
Eggs, raw poultry	A	A	A(23-26)	A(2)	A	A	N	A	N	A(17)	A	N	A	A	A(2)	A
Etiologic Agents	A	N	N	A	A	N	N	A	A	A	A	N	A	A	A	A
Fabrics in rolls	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes:	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(17)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(17)	A	A	A(30)	A	A	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(17)	A	A	A(30)	A	A	N
Not over 60" in length	A(21-31)	N	A	A	N	A	N	A	N	A(17-31)	A	A	AC	A(21-31)	A	N
Over 60" in length	A(21-31)	N	A	A	N	A	N	A	N	A(17-31)	A	N	AC	A(21-31)	A	N
Foods, perishable	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(14)	N	AC(4-42A)	A(5)	N	N	N	A	N	A(28-31-21)	A(4-5)	N	A(5)	A(5-14-42c)	N	N
Human remains, Infant	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)		A(4-5)			A(28)	A(4-5)	(E)			N	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	N	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-proof containers where time is principal factor in shipment	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; reqire no unreasonable attention in transit or at destination prior to delivery, provided that when attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water container, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physican or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
   AA: Maximum gross weight 1,000 pounds.
7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
   1. Must be constructed of wood,metal or composition material of similar strength.
   2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
   3. Must be sufficient size to permit animal to stand, sit and lie down.
   4. Kennel must be provided with adequate ventilation.
   5. Shipper must tender kennel with animal enclosed and locked.
   6. Shipper must provide adequate bedding material such as shredded paper.
   7. Floor of kennel must provide a means of retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert, the full size of the floor extending upwards 1 inch or more on all four sides.

   CO: will not be accepted on DC-6B or DC-7B aircraft; large kennels will be accepted on Boeing 707 by advance arrangements.
   NA: will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30 except will be carried from a scheduled stop to the next scheduled stop only.
8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
    AA/BN: will not accept snakes, lizards, newts, and salamanders.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20 inches by 24 inches by 44 inches will be accepted on passenger aircraft. (UA: DC-3/Caravelle, 20x24x44 or passenger aircraft, 17x24x80) (PI: 42L by 28"W).
15. Must be shipped in a leak-proof,moisture-proof (not fibreboard) inner container. The contents must be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1 inch by 1 inch slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only - Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
23a. Not accepted on DC-6 equipment.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
33a. Not accepted on Boeing 720 aircraft
34. Not accepted on F-27A aircraft.
40. Accepted on Speedpak equipment only.
41. Not accepted on Caravelle Aircraft
42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
42b. Accepted on Convair 880 aircraft.
42c. Accepted on Boeing 720 aircraft, subject only to size restrictions shown on Chart 50-C.
43. Flowers can be accepted in boxes up to the following lengths:
    DC-3 aircraft - up to 60 inches
    Viscount aircraft - up to 56 inches
    North Star aircraft - up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removed and the sides and top may be made of one-half inch mesh.
49. Accepted only when no attention required in transit and securely and adequately crated so no part of animal can protrude. Floor of container must be covered with leak-proof liner extending 8 inches up sides and ends, and covered with adequate absorbent material.
49a. If shipped in fibreboard container, interior must be completely lined with screen wire. Edges of screen wire must be joined securely and liner must be fastened to inside of container with staples.
49b. Acceptable on all Jet and All-Cargo equipment only.

Ⓢ In addition to exceptions listed, United will not accept on Viscount or Caravelle eqipment: Alligators; Chicks; Ducklings; Poults (except Turkey); Poults, turkey; Coypu (Nutria) or Snakes, non-poisonous and harmless.

United will not accept on Viscount equipment: Alligators, baby; Canaries; Chinchillas; Goldfish; or Tropical Fish.

RECOMMENDED PACKAGING SECTION

50. **RECOMMENDED:** fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner line sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or shart object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
50a. **RECOMMENDED:** packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.
51. **RECOMMENDED:** rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
51a. **RECOMMENDED:** rolls be (1) completely wrapped in two thicknesses of heavy fibre-board; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case,ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped in Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
52. **RECOMMENDED:** the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure, shipment must be labelled "LIQUID THIS SIDE UP".
53 **RECOMMENDED:** parakeets being forwarded in quantities exceeding five (5) birds' per container be shipped in trapezoid shaped containers constructed of sturdy ventilated wood or wooden slats and wire mesh. The wire mesh should be used exclusively on the forward and top inclined surfaces of the container to assure adequate ventilation.

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROLINEAS ARGENTINAS (ARG)

692 ①③⑥	620 ②⑤⑦	C-47			621 ①③⑥	693 ①③⑥
	0630	Lv	BUENOS AIRES. . .	Ar	0205	
	0850	Ar	BAHIA BLANCA. . .	Lv	2355	
	0905	Lv	BAHIA BLANCA. . .	Ar	2340	
	1150	Ar	TRELEW.	Lv	2120	
	1205	Lv	TRELEW.	Ar	2105	
	1335	Ar	COMODORO RIVADAVIA	Lv	1945	
	1435	Lv	COMODORO RIVADAVIA	Ar	1930	
	1545	Ar	PUERTO DESEADO. .	Lv	1820	
	1600	Lv	PUERTO DESEADO. .	Ar	1805	
	1705	Ar	SAN JULIAN. . . .	Lv	1710	
	1725	Lv	SAN JULIAN. . . .	Ar	1650	
	1755	Ar	SANTA CRUZ. . . .	Lv	1620	
	1810	Lv	SANTA CRUZ. . . .	Ar	1605	
	1900	Ar	RIO GALLEGOS. . .	Lv	1515	
0900		Lv	RIO GALLEGOS. . .	Ar		1415
1010		Ar	RIO GRANDE . . .	Lv		1355
1025		Lv	RIO GRANDE . . .	Ar		1350
1115		Ar	USHUAIA	Lv		1200

AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 #	583 #	C-46			584 #	582 #	617 ④
1200	0500	0530	Lv	MAIQUETIA. .	Ar	1015	0920	1515
		0630	Ar	BARCELONA. .	Lv			
		0645	Lv	BARCELONA. .	Ar			
		0705	Ar	CUMANA . . .	Lv			
		0720	Lv	CUMANA . . .	Ar			
		0740	Ar	PORLAMAR . .	Lv			
		0755	Lv	PORLAMAR . .	Ar			
		0815	Lv	CARUPANO . .	Ar	0830		
	0700		Ar	MARACAIBO. .	Lv		0720	
				KINGSTON . .	Lv			1030
				KINGSTON . .	Ar			1000
1830			Ar	MIAMI. . . .	Lv			0700

AIR FRANCE (AF)

2737 DC-4 ②	401 L749 =③	2001 DC-4 =⑤	2493 Prov #	896 DC-4 ②⑦	894 DC-4 ②④ ⑤⑥	750 DC-4 ②③ ④⑤	048 1049H ⑦	050 1049H ④⑥			049 1049H ③⑤ ⑦	751 DC-4 ②③ ④⑤	895 DC-4 ③④ ⑤⑥	897 DC-4 ②⑦	765 B307 #Ex ⑥	2482 Prov #	2000 DC-4 =③	400 L749 =②	2736 DC-4 ②
							1700	0035	Lv	NEW YORK	Ar	1130							
							1055	1830	Ar	PARIS (Orly) . .	Lv	0200							
0300	0700	0500	0100	0120	0220	0530			Lv	PARIS (Orly) . .	Ar		0100	0800	0700		2100	2110	2110	1920
0515										PARIS (LeBourget)	Ar					0015				1700
0645				0155	0255				Ar	MARSEILLE. . . .	Lv			0525	0425					1530
									Lv	MARSEILLE. . . .	Ar					2230				
						0720			Ar	LONDON	Lv									
						0830				DUSSELDORF . . .	Lv									
						1015			Ar	FRANKFURT. . . .	Lv		2300							
			0600						Lv	FRANKFURT. . . .	Ar		2135							
			0700						Ar	BERLIN	Lv		1950							
			0825						Ar	ORAN	Lv									
	1100	1000							Lv	ORAN	Ar						1410	1410		
									Ar	CASABLANCA . . .	Lv									
									Ar	ALGIERS.	Lv						1630			
0930									Ar	TUNIS.	Lv									1230

Prov. - Breguet, Double Deck Provence Equipment

= - AF in pool with Royal Air Maroc.

ALITALIA

908 ⑦	900 ④	930 ①	970 ⑥	970 ③	DC-7F			971 ④	975 ⑦	931 ①	901 ④	901 ⑦
	1900	0800	1555	1930	Lv	ROME	Ar	1100		1630	2325	1825
			1730	2105	Ar	MILAN (Linate) .	Lv	0930			2155	1655
	2035		1930	2305	Lv	MILAN (Linate) .	Ar	0730			1955	1455
1100	2235				Ar	MILAN (Malpensa)	Lv		0625			
					Lv	MILAN (Malpensa)	Ar		0550			
					Ar	TURIN.	Lv		0350			
			2210	0145	Lv	TURIN.	Ar	0500	0130			
		1130			Ar	LONDON	Lv			1430		
1505	0240				Ar	TRIPOLI.	Lv				1600	1100
1605	0340				Ar	SHANNON.	Lv				1500	1000
2255	1030				Lv	SHANNON.	Ar				0001	1900
					Ar	NEW YORK	Lv					

AEROVIAS CONDOR DE COLOMBIA

152 ②④	C-46 DC-4			151 ③⑤
0930	Lv	BOGOTA.	Ar	1930
1140	Ar	BARRANQUILLA. .	Lv	1700
1230	Lv	BARRANQUILLA. .	Ar	1600
1745	Ar	MIAMI	Lv	1000

AMERICAN AIRLINES (AA)

815 ⑥	843 DC6 ✕Ex ⑦①	841 DC6 ✕Ex ⑦①	809 ①	803 ✕Ex ⑦①	801 ✕Ex ⑥⑦	807 ✕Ex ⑥⑦	805 ✕Ex ⑥⑦	855 ✕Ex ⑥⑦	825 ✕Ex ⑥⑦	DC-7BF	810 ✕Ex ⑥⑦	816 ✕Ex ②⑥ ⑦	802 ✕Ex ②⑥ ⑦	802 ⑤	824 ✕Ex ②⑥ ⑦	824 ⑤	804 ✕Ex ②⑥ ⑦	804 ⑤	806 ✕Ex ⑦①	818 ⑥	820 ⑥	814 ⑥	840 DC6 ✕Ex ⑥⑦
0930					2215		1130			Lv BOSTON . . . . Ar		1210		1730	1525	1525						1955	
					2306					Ar HARTFORD . . . Lv													
					0030					Lv HARTFORD . . . Ar													
										NEW YORK (IDL) . Lv					1415	1415							
		0115		0015					2245	Lv NEW YORK (IDL) . Ar	0451				1256	1256			1941				0325
2247										Ar NEW YORK (EDT) . Lv		1055		1635								1840	
0015	0215					1125		1100		Lv NEW YORK (EDT) . Ar		0934	1522	1522			1746	1746			1151	1719	
						0055				Ar PHILADELPHIA . Lv									1855				
										PHILADELPHIA . Ar									1758				
										BALTIMORE . . . Lv									1720				
										BALTIMORE . . . Ar									1613				
										WASHINGTON . . Lv			1420	1420									
										WASHINGTON . . Ar			1309	1309									
						0205				Ar BUFFALO Lv							1625	1625					
						0309				Lv BUFFALO . . . . Ar							1519	1519					
						0430				Ar CLEVELAND . . . Lv							1420	1420					
										CLEVELAND . . . Ar							1049	1049					
				0306						Ar CINCINNATI . . Lv									1430				
				0420						Lv CINCINNATI . . Ar									1313				
0240					0316			0120		Ar DETROIT (DTW) . Lv		0735			1045	1045							0110
0400					0430			0235		Lv DETROIT (DTW) . Ar		0622			0932	0932						1407	0010
0411	0455	0355			0441		0210			Ar CHICAGO (MDW) . Lv	0110	0415			0725	0725					0830	1200	1300
0530					0600		0325			Lv CHICAGO (MDW) . Ar	0008	0257			0610	0610					0659	1042	
								0248	0100	Ar CHICAGO (ORD) .													
								0415	0207	Lv CHICAGO (ORD) .													
										ST LOUIS Lv	2255						0750	0750					
										ST LOUIS . . . . Ar	2144						0641	0641					
										NASHVILLE . . . Lv			1005	1005									
										NASHVILLE . . . Ar			0837	0837									
										MEMPHIS Lv			0740	0740									
										MEMPHIS . . . . Ar			0643	0643									
0853				0643				0732		Ar DALLAS Lv	1930		0500	0500					0910			0740	
1010			0850	0850						Lv DALLAS . . . . Ar			0339	0339					0751	0439		0621	
1317			1157	1157	1030	0925	0814		0637	Ar LOS ANGELES . . Lv					2230	2230	2330	2330	0115			2345	
1440				1300	1140				0750	Lv LOS ANGELES . . Ar						2127	2229						
1630				1433	1310				0920	Ar SAN FRANCISCO . Lv		1900	2015	2015		1945	2050			2115	2245		

Fits. 803 and 843 become effective with November 2.

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 ✕Ex ⑥⑦	337 ⑦	331 ⑰	353 ⑦	357 ⑦	351 ②③ ④⑤	347 ✕Ex ⑰	Bristol 170	348 ✕Ex ⑰	352 ②③ ④⑤	358 ⑦	354 ✕Ex ⑰	332 ⑰	338 ⑦	368 ✕Ex ⑥⑦
0515	1700	0545	2045	1500	1300	0500	Lv MELBOURNE. Ar	1045	1845	2045	0230	1235	2350	1120
	1935	0820	2250	1705	1505	0705	Ar LAUNCESTON Lv	0835	1635	1835	0020	0950	2105	
0705							Ar HOBART . . Lv							
0805							Ar DEVONPORT. Lv							
0835							Lv DEVONPORT. Ar							
							Ar WYNYARD. . Lv							0935

AEROVIAS SUD AMERICANA, INC. (ASA)

125 C-46 ①	101 DC-4 ②	123 DC-4 ②	301 C-46 ③	101 DC-4 ④	125 C-46 ④	101 DC-4 ⑤		102 DC-4 ②	304 C-46 ③	124 DC-4 ③	302 C-46 ③	132 C-46 ④	102 DC-4 ④	102 DC-4 ⑤	502 C-46 ⑥
1845	0315	2345		0315	1845	0315	Lv TAMPA/ST. PETERSBURG. Ar	1900		2145		1400	1900	1900	1900
2000		0100			2000		Ar MIAMI. . . . Lv			2030					1330
2200		0300			2200		Lv MIAMI. . . . Ar			1900					1200
	0845			0845		0845	Ar GUATEMALA. . Lv								1115
	1015			1015		1015	Lv GUATEMALA. . Ar								1000
	1100			1100		1100	Ar SALVADOR . . Lv	1300					1330	1330	
②		③			⑤		Lv SALVADOR . . Ar								0600
0500		0900			0500		Ar PANAMA . . . Lv			1300		0700			0400
0700			1100		0700		Lv PANAMA . . . Ar		0400		1900				
1030					1030		Ar QUITO. . . . Lv								0001
1200					1200		Lv QUITO. . . . Ar		0001						
1315			1400		1315		Ar GUAYAQUIL. . Lv				1600				
							Ar BOGOTA . . . Lv								

ALL NIPPON AIRWAYS

18 ✕Ex ①	DC-3	17 ✕Ex ①
0010	Lv OSAKA . . Ar	0245
0200	Ar TOKYO . . Lv	0030

BRANIFF AIRWAYS (BN)

801 DC6A ✕Ex ⑦①	851 C-46 ✕Ex ⑦①		850 C-46 ✕Ex ⑥⑦	800 DC6A ✕Ex ⑥⑦
0030		Lv NEW YORK/EWR. . Ar		1721
	0310	Lv CHICAGO (MDW) . Ar	0010	
	0515	Ar KANSAS CITY . Lv	2210	
	0615	Lv KANSAS CITY . Ar	2120	
	0728	Ar WICHITA Lv	f	
	0805	Lv WICHITA . . . . Ar	f	
	f	Ar TULSA Lv		1205
		Lv TULSA . . . . . Ar		1116
0540	1006	Ar OKLAHOMA CITY . Lv	1900	1000

BRITISH EUROPEAN AIRWAYS (BEA)

250 V ⑦	460 V #Ex ⑥⑦	460 V ⑦	500 V ②③ ⑥⑦	748 A #Ex ①	608 A #Ex ①	608 V #Ex ①	132 A ①② ⑥⑦	392 V #Ex ⑦①	392 V ⑦	390 A ②④	A – Argosy V – Viscount	391 A ②④	393 V ⑦	393 V #Ex₂ ⑦①	133 A ①② ⑥⑦	609 A #Ex ①	749 A #Ex ①	499 V ②③ ⑥⑦	461 V ⑦	461 V #Ex ⑦①	609 #Ex ①
0145	2300	0045	0200	0105	0030	0030	0815	0001	0110	0915	Lv LONDON . . . Ar	1230	0555	0445	1600	0720	0750	0615	0420	0755	0805
	0110	0255									Ar AMSTERDAM . . Lv										
			0405		0550						Ar BRUSSELS . . . Lv					0635	0620				0600
				0435							Ar COPENHAGEN . . Lv							0605			
					0335	0325					Ar DUSSELDORF . . Lv					0455					
							1210				Ar FRANKFURT . . Lv										
								0205	0315	1130	Ar MILAN Lv				1345						
0615											Ar PARIS Lv	1215	0550	0440							
0900											Ar ROME Lv										
											Ar MALTA Lv										

1 via Frankfurt and Flight 609

4940 A ⑥⑦	4940 A ①③⑤	V – Viscount	4941 V ①③⑤⑥⑦	4941 V
1520	1520	Lv LONDON . . . Ar	2210	2210
1615	1615	Ar MANCHESTER . Lv	2115	2115
	1810	Ar GLASGOW . . . Lv	1925	

BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA/QF* 776 C⑥	BA/QF* 780 SC③	BA 980 C③	AI 164 SC③	749 Constellation	AI 163 SC①	BA 981 C③	BA/QF* 781 SC①	BA/QF* 777 C③
2130	2300	0600	0730	Lv LONDON . . . Ar	1030	0705	1710	2315
0005				Ar DUSSELDORF . Lv		0620		2205
	0210	0900		Ar FRANKFURT . Lv	0730		1555	
0255	0455	1120	1215	Ar ROME Lv		0345	1340	1945
1300		2130	2050	Ar ZURICH . . . Lv	0145	1915		1120
	1445			Ar BRUET . . . Lv			0930	
1840	2015			Ar DAMASCUS . . Lv		1530		0735
2210		0325		Ar AMADAN . . . Lv		1355		0600
	0335	0655	0350	Ar KUWAIT . . . Lv			2300	
0825			1225	Ar BAHRAIN . . . Lv		0620		2225
	1110	1710		Ar KARACHI . . . Lv	1645		1900	
1855	1745	0340	0930	Ar BOMBAY . . . Lv	1100	2210	1300	1415
		1050		Ar DELHI Lv		1700		
		QF 982 SC		Ar CALCUTTA . . Lv		QF 982 SC		
		2359		Ar MANGKOK . . Lv		1715		
		0700		Ar HONG KONG . . Lv			0700	0930
0040	2310	1600		Lv TOKYO . . . . Ar		0930	0650	
	0305			Ar HONG KONG . . Lv			0105	0125
1225	1325			Ar MANILA Lv		2300		
		0900		Ar SINGAPORE . . Lv			0700	0930
2215	2240	1245		Ar DJAKARTA . . Lv		1530	1700	1700
				Ar DARWIN Lv				
				Ar PORT MORESBY . Lv				
				Ar SYDNEY Lv				

* Flights operate jointly by BOAC and QEA

BA 573 ③④	DC-7F	BA 574 ⑤	BA 578 ⑥
2200	Lv LONDON . . . Ar	2130	1850
2359	Ar MANCHESTER . Lv	F	
④			
0130	Lv MANCHESTER . Ar	F	
	Ar GLASGOW . . . Lv		F
	Lv GLASGOW . . . Ar	F	F
0815	Ar MONTREAL . . Lv	0415	
0945	Lv MONTREAL . . Ar	0245	
1130	Ar NEW YORK . . Lv	0100	0100

Service may be extended to Chicago and Detroit as required and will flag stop at Montreal and Boston

BRITISH UNITED AIRWAYS, LTD.

551 ⑦	551 ⑦	551 ⑦		552 ②	CH98 ① DC-3	552 ②
0100	0100	0100	Lv LONDON . . . Ar	1900	1900	1900
			FRANKFURT . . Lv	1650	1650	1650
			FRANKFURT . . Ar	1550	1550	1550
0605	0605	0605	Ar MALTA Lv	1120	1120	1120
0705	0705	0705	Lv MALTA . . . . Ar	1020	1020	1020
1355	1355	1355	Ar KHARTOUN. . . Lv	0300	0300	0300
1455	1455	1455	Lv KHARTOUN. . . Ar	0205	0205	0205
1950	1950	1955	Ar NAIROBI . . . Lv	2130	2130	2130
2120	2120	2120	Lv NAIROBI . . . Ar	1840	1840	1840
0200	0200	0200	Ar SALISBURY . . Lv	1400	1400	1400
	DC-3				DC-6	
0425	0400	0315	Lv SALISBURY . . Ar	1230	1245	1300
066	0745	0545	Ar JOHANNESBURG. Lv	1000	0900	1030

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

COMPANIA MEXICANA DE AVIACION, S.A.

C-47 ⑦	410C C-47 ⑦	C-47 ⑥	C-47 ③	C-47 ⑥	920C C-82 ④		C-47 ③	921C C-47 ④	C-47 ⑥	411C C-47 ⑦	C-47 ⑦
			0500	0700	0700	Lv MEXICO,D.F. . Ar	1535	1805			2025
			0700	0900	0900	Ar GUADALAJARA . Lv	1335	1605			1825
1500	0800	1000	0730		0930	Lv GUADALAJARA . Ar	1305	1500	1255	1350	1755
	0850					Ar MASCOTA . . . Lv				1300	
	0920					Lv MASCOTA . . . Ar				1230	
	0940					Ar TALPA Lv				1210	
	1010					Lv TALPA . . . . Ar				1140	
1605	1035	1105				Ar PTO.VALLARTA. Lv			1150	1115	1650
			0825		1025	Ar MAZATLAN. . . Lv	1025	1240			
			0855		1055	Lv MAZATLAN. . . Ar	0955	1210			
			1205		1405	Ar HERMOSILLO. . Lv	0700	0900			
			1235		1435	Lv HERMOSILLO. . Ar	2135	0020			
					1555	Ar MEXICALI. . . Lv		1700			
			1535			Ar LOS ANGELES . Lv	1635				

C-54 ⑦	C-47 ③⑤	C-47 ⑥		C-47 ③②	C-47 ⑥	C-54 ①
1300	0700	0700	Lv MEXICO, D.F. .Ar	1520	1515	0120
		1000	Ar MONTERREY. . .Lv			
	1040	1030	Lv MONTERREY. . .Ar	1140		
			Ar NUEVO LAREDO .Lv			
	1125		Ar REYNOSA. . . .Lv		1225	
1630			Ar SAN ANTONIO. .Lv			2150
1720			Lv SAN ANTONIO. .Ar			2100
1855			Ar DALLAS Lv			1925
1945			Lv DALLAS . . . .Ar			1835
0020			Ar CHICAGO. . . .Lv			1400

611C C-82 ②	631C C-47 ⑦	C-54 ②⑥		C-54 ③⑥	610C C-47 ⑤	630C C-47 ①
0700	0700	0700	Lv MEXICO, D.F. Ar	1515	1700	1330
0840	0840	f	Ar VERACRUZ. . . Lv			1150
0900	0900	f	Lv VERACRUZ. . . Ar			1130
1000	0955	f	Ar MINATITLAN. . Lv		1415	
1020	1015	f	Lv MINATITLAN. . Ar		1345	
1105	1100	f	Ar VILLAHERMOSA. Lv		1300	
1125	1120	f	Lv VILLAHERMOSA. Ar	f	1230	f
1210	1200	f	Ar C.DEL CARMEN. Lv		1145	0940
1230	1220	f	Lv C.DEL CARMEN. Ar	f	1115	0920
1320	1310	f	Ar CAMPECHE. . . Lv		1025	0830
1340	1330	f	Lv CAMPECHE. . . Ar	f	0955	0810
	1440		Ar CHETUMAL. . . Lv			0700
1425		1035	Ar MERIDA. . . . Lv	1135	0900	

F = Flatstop - Minimum 1,000 kilos

DELTA AIR LINES (DL)

23 #Ex ⑦①②	27 ⑥	25 #Ex ⑦①	29 #Ex ⑥⑦	C-46	22 #Ex ⑥⑦	26 #Ex ⑦①	24 ②	28 #Ex ⑥⑦②
		0001		Lv CHICAGO . . . Ar		0720		
0300			2230	Lv NEWARK. . . . Ar	1034			0100
			2315	Ar PHILADELPHIA. Lv	1003			
			0005	Lv PHILADELPHIA. Ar	0933			
			0254	Ar CHARLOTTE . . Lv				
			0354	Lv CHARLOTTE . . Ar				
				Ar MEMPHIS . . . Lv		0440		
				Lv MEMPHIS . . . Ar		0400		
0716		0408	0522	Ar ATLANTA . . . Lv	0600	0258		2120
	0900	0545	0650	Lv ATLANTA . . . Ar	0432	0133	1806	
		0754		Ar ORLANDO . . . Lv		2313		
		0834		Lv ORLANDO . . . Ar		2213		
			0818	Ar NEW ORLEANS . Lv	0120			
			0918	Lv NEW ORLEANS . Ar	0020			
			1108	Ar HOUSTON . . . Lv	2241			
			1158	Lv HOUSTON . . . Ar	2201			
		0947		Ar MIAMI Lv		2100		
	1208		1323	Ar DALLAS. . . . Lv	2030		1330	

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

EASTERN AIR LINES, INC. (EA)

925 #Ex ⑦①	921 #Ex ⑦①	929 ⑥	L-1049C			930 ①	926 #Ex ⑥⑦	922 #Ex ⑥⑦
	0225	2000	Lv	NEW YORK (IDL)	Ar	2115		0643
0515			Lv	CHICAGO (MDW)	Ar		0206	
				CHARLOTTE	Lv		0025	
				CHARLOTTE	Ar		2330	
0839	0555		Ar	ATLANTA	Lv		2230	0350
1015	0800		Lv	ATLANTA	Ar		2110	0217
	0830		Ar	MOBILE	Lv			2355
	0930		Lv	MOBILE	Ar			2229
	1010		Ar	NEW ORLEANS	Lv			
	1115		Lv	NEW ORLEANS	Ar			
	1242		Ar	HOUSTON	Lv			2040
			Ar	SAN JUAN	Lv			
			Lv	SAN JUAN	Ar			
1240		0032	Ar	MIAMI	Lv	1700	1830	

Flt.923 will not operate July 4
Flts. 925 & 921 will not operate July 5

Flts. 924,926 & 922 will not operate will not operate July 4

FLYING TIGER LINE (FT)

182 L-1049H Exc. Sat. Sun.	282 L-1049H Exc. Fri. Sat. Sun.	282 L-1049H Fri. Only	382 L-1049H Exc. Fri. Sat. Sun.	382 L-1049H Fri. Only	382 L-1049H Sat. Only	FLIGHT NO. All flights operated daily except as noted.					181 L-1049H Exc. Sat. Sun.	281 L-1049H Mon. Only	281 L-1049H Tue., Wed., Thur. Only	281 L-1049H Fri. Only	283 L-1049H Exc. Sat. Sun.	381 L-1049H Sun. Only
			7:30pm	7:30pm		LV	PST	Seattle	PST	AR		5:00pm	5:00pm			5:50am
			8:20pm	8:20pm		AR	PST	Portland	PST	LV						5:00am
			9:25pm	9:25pm		LV	PST	Portland	PST	AR						4:30am
			11:40pm	11:40pm		AR	PST	San Francisco/Oakland	PST	LV						2:00am
	8:00pm	8:00pm	1:00am	1:00am	11:00pm	LV	PST	San Francisco/Oakland	PST	AR					3:30pm	1:00am
*(5:00pm)	*(5:00pm)	*(5:00pm)				LV	PST	San Diego	PST	AR	*(8:00am)	*(8:00am)	*(8:00am)	*(8:00am)	*(8:00am)	
	9:30pm	9:30pm				AR	PST	Los Angles (Burbank)	PST	LV		1:25pm	1:25pm		2:00pm	11:30pm
11:00pm	10:30pm	10:30pm			6:25am	LV	PST	Los Angeles (Burbank)	PST	AR	6:25am	9:55am	9:55am	9:55am	9:50am	
					6:55am	LV	CST	Minneapolis/St. Paul	=							
7:05am	N	N	9:30am	9:30am	8:40am	AR	CST	Chicago (Midway)	CST	LV		4:55am	4:55am	4:55am		
8:15am	O	O	11:00am	11:00am	10:40am	LV	CST	Chicago (Midway)	CST	AR		3:45am	3:45am	3:45am		
*(11:30am)	N	N	*(11:30am)	*(11:30am)	*(11:30am)	LV	CST	Milwaukee	CST	LV		*(10:00pm)	*(10:00pm)	*(10:00pm)		
*(8:00am)	S	S	*(8:00am)	*(8:00am)	*(8:00am)	LV	CST	South Bend	CST	LV		*(6:00pm)	*(6:00pm)	*(6:00pm)		
*(7:00am)	T	T	*(7:00am)	*(7:00am)	*(7:00am)	LV	EST	Grand Rapids	EST	LV		*(5:00pm)	*(5:00pm)	*(5:00pm)		
	O	O	1:05pm	1:05pm	12:45pm	AR	EST	Detroit (Metropolitan)	EST	LV	1:15am				4:45am	
10:40am	P	P	2:05pm	2:05pm	1:30pm	LV	EST	Detroit (Metropolitan)	EST	AR	12:45am				3:30am	
11:40am			*(7:00am)	*(7:00am)	*(7:00am)	LV	EST	Toledo	EST	LV	*(7:00pm)				*(7:00pm)	
*(8:00am)						AR	EST	Cleveland	EST	LV		3:10am	3:10am	3:10am		
*(8:00am)						LV	EST	Cleveland	EST	AR		2:00am	2:00am	2:00am		
						LV	EST	Akron	EST	LV		*(6:30pm)	*(6:30pm)	*(6:30pm)		
						LV	EST	Buffalo	EST	LV		*(4:00pm)	*(4:00pm)	*(4:00pm)		
			3:50pm	3:50pm	3:15pm	AR	EST	Binghamton	=							
			5:00pm	5:00pm	4:25pm	LV	EST	Binghamton	=							
			*(8:00am)	*(8:00am)	*(8:00am)	AR	EST	Albany	EST	LV						
			*(8:00am)	*(8:00am)	*(8:00am)	AR	EST	Rochester	EST	LV						
*(7:00pm)	9:30am	*(7:00pm)	*(7:30am)	*(7:30am)	*(7:30am)	AR	EST	New York (Idlewild)	—	—						
1:25pm	*(1:30pm)	9:30am	5:50pm	5:50pm	5:20pm	AR	EST	New York (Newark)	EST	LV	10:30pm	11:59pm	11:59pm	11:59pm		
			7:50pm		3:00am	LV	EST	New York (Newark)	EST	AR			6:00pm	6:00pm		
*(2:00am)	*(3:00pm)	*(3:00pm)	*(2:00am)	*(2:00am)	*(2:00am)	AR	EST	Philadelphia	EST	LV	*(7:00pm)	*(9:00pm)	*(9:00pm)	*(9:00pm)		
						—	—	New York (Idlewild)	EST	LV	*(7:00pm)	*(7:00pm)	5:30pm	5:30pm		
								Hartford/Springfield	EST	LV					12:59am	
								Hartford/Springfield	EST	AR					11:45pm	
			9:00pm		5:30am	AR	EST	Boston	EST	LV					11:00pm	
			*(9:30am)			AR	EST	Providence	EST	LV						

INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391	376
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕			⑤	
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																			0505	
GAUHATI, Kahikuchi...Lv								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505			0635	0800
AGARTALA, Singerbhil..Ar																											0905
BAGDOGRA .....Ar																								0855	0545		
MOHANBARI, Mcpl....Ar																										0825	

RETURN	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392	375
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕			⑤	
MOHANBARI, Mcpl....Lv																										0615	0925	0855	
BAGDORA Lv																												1035	0620
AGARTALA, Singerbhil..Lv								0550	0620	0725	0755	1025	1110	1201	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720			1105	0725
GAUHATI, Kahikuchi...Ar																													
GAUHATI, Kahikuchi...Lv	1145	0735	0705	0635	1630	1255	1220																						
CALCUTTA, Dum Dum...Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

Douglas Freighter	365	363	325	327	329	373	373	373	393
Read Down	✕	✕	⑦②③⑤	①③④⑥	①④⑥	✕	✕	⑦③④	✕
CALCUTTA.....Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA .....Ar	1650	1550							
KAILASHAHAR .....Ar			0945						
KAMALPUR .....Ar				0935					
KHOWAI.....Ar					1335				
SILCHAR .....Ar						1050	1005	1050	
SILCHAR Lv								1110	
IMPHAL.....Ar								1150	
RUPSI									0945

RETURN	394	373	374	374	330	328	326
Read Down	✕	⑦③④	✕	①②⑤⑥	①②④⑥	①③④⑥	⑦②③⑤
RUPSI.....Lv	1015						
IMPHAL Lv		1210					
SILCHAR.....Ar		1250					
SILCHAR.....Lv		1310	1035	1120			
KHOWAI Lv					1400		
KAMALPUR Lv						1005	
KAILASHAHAR Lv							1015
AGARTALA Lv							
CALCUTTA .....Ar	1200	1515	1240	1325	1525	1140	1200

IRISH INTERNATIONAL AIRLINES (ALT)

828b #Ex ⑥	830 ③	842 ④	822 ②⑤	820 ④⑥	870 ⑤	1011 ⑦	800 ①②④⑤	854 ②	852 ①③ ④	850 ②	C-47	801 #Ex ②	851 ①④	861 ②	863 ③	821 ④⑥	823 ②⑤	841 ②	843 ④	831 ③	828b #Ex ⑥
2020	1105	1725	1225	1105	1050	1050	1310	1355	1200	1105	Lv DUBLIN Ar	1950	1645	1645	1800	1540	1700	2010	2210	1555	2339
					1155	1155					Ar SHANNON Lv										
					1255						Lv SHANNON Ar										
					1535		1520				Ar LONDON Lv	1735		1510							
								1530	1335	1240	Ar BRISTOL Lv		1505		1625						
2135		1900	1340	1220							CARDIFF Lv					1420	1540				2240
	1230										Ar MANCHESTER Lv							1835	2035		
											Ar BIRMINGHAM Lv									1430	
											Ar GLASGOW Lv										

INI & CIA. S.A. (INI)

190 ③	C-54	191 ⑦
0800	Lv BUENOS AIRES . . . Ar	2200
1130	Ar SANTIAGO Lv	1630
1230	Lv SANTIAGO . . . . . Ar	1530
1945	Ar LIMA Lv	0615
2100	Lv LIMA . . . . . Ar	0515
0515	Ar PANAMA Lv	2100
0615	Lv PANAMA . . . . . Ar	2000
1215	Ar MIAMI Lv	1400

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

KLM ROYAL DUTCH AIRLINES (KL)

KL031 DC3 #Ex ⑦	KL041 DC3 #Ex ⑦①	SN104 DC3 #Ex ⑦①	KL/SK052 Curtiss #Ex ⑦①	SK705 Metr. #Ex ⑦①	KL027 DC3 ②④ ⑥		KL028 DC3 ②④ ⑥	SK704 Metr. #Ex ⑦①	KL/SK051 Curtiss #Ex ⑦①	SN103 DC3 #Ex ⑦①	KL042 DC3 #Ex ⑦①	KL032 DC3 #Ex ①
1600	1525	0345	0350	0410	1330	Lv AMSTERDAM. . Ar	2115	0300	0225	0245	2155	0120
	1730					Ar PARIS. . . . Lv					1950	
		0445				Ar BRUSSELS . . Lv				0140		
			0610			Ar COPENHAGEN . Lv			0005			
				0605		Ar BASLE/		0100				
				0645		Lv MULHOUSE Ar		0010				
				0715	1620	Ar ZURICH . . . Lv	1815	2340				
1840						Ar MALMO. . . . Lv						
1940						Lv MALMO. . . . Ar						
2055						Ar GOTHENBURG . Lv						2155

KL066 SC ⑦	KL068 DC-7F ①⑤⑥	KL062 DC-7F ③	KL064 SC ④		KL061 DC-7F ④⑦	KL067 DC-7F ⑤	KL063 SC ③⑥	KL065 DC-7F ①
0900	0900	0900	0900	Lv NEW YORK. . . Ar	1210#	1020	1335#	0320
①	②⑥⑦	④	⑤				1150#	
				MONTREAL. . . Lv	1030#		1020	⑦
				MONTREAL. . . Ar	0900#			
0440	0025	0340	0315	Ar GLASGOW . . . Lv	0245#	0245		1945
0540	0125	0440	0415	Lv GLASGOW . . . Ar	0115	0115		1815
0840	0425	0740	0715	Ar AMSTERDAM . . Lv	0001	0001	0001	1700

– No Local Traffic

KL013 DC-3 ②④ ⑤	KL001 DC-3 # Ex ⑦①	KL011 DC-7F /SC② ②⑥	KL003 DC-3 ④⑤	KL009 DC-3 ①	SC – Super Constellation	KL002 DC-3 #Ex ⑦①	KL014 DC-3 ②④ ⑤⑥	KL008 DC-3 ⑥	KL004 DC-3 ④⑤	KL012 DC-7F/ SC② ③⑥
0130	0445	1500	1530	2125	Lv AMSTERDAM. . Ar	0315	0720	1035	2120	2135
0230	0545	1525	1630	2225	Ar LONDON . . . Lv	0025	0430	0745	1830	1915

KL017 DC-3 ②④⑤	KL015 DC-3 #Ex ⑦	KL021 DC-3 ⑥		KL022 DC-3 ⑥	KL016 DC-3 #Ex ⑦	KL018 DC-3 ②④⑤
1445	1500	1120	Lv AMSTERDAM. . Ar	2155	2200	2205
			DUSSELDORF . Lv			2100
			DUSSELDORF . Ar			2010
1715			Ar NUREMBERG. . Lv			1815
			FRANKFURT. . Lv		2000	
	1720		FRANKFURT. . Ar		1920	
			Ar STUTTGART. . Lv		1820	
			LINZ Lv	1805		
			LINZ . . . . Ar	1715		
		1530	Ar VIENNA . . . Lv	1615		

JAPAN AIR LINES

655 ⑦	653 ⑥	651 ③	DC-7F	650 ②	652 ④	654 ⑥
1600	1600	1600	Lv SAN FRANCISCO. Ar		0020	
			SEATTLE. . . . Lv	2230		2230
2145	2145	2145	Ar ANCHORAGE. . . Lv	1520	1520	1520
2245	2245	2245	Lv ANCHORAGE. . . Ar	1420	1420	1420
0725	0725	0725	Ar TOKYO. Lv	2200	2200	2200

LANICA AIRLINES (NI)

401 ① ④⑥	C-46	402 ① ④⑥
0600	Lv MIAMI Ar	0530
1015	Ar MANAGUA Lv	1130

LINEA AEROPOSTAL VENEZOLANA (LV)

262 #Ex ⑦	264 ③		265 ③	263 #Ex ⑦
0600	0500	Lv MAIQUETIA. . Ar	1630	1500
		Ar KINGSTON . . Lv	1510	
		Lv MARACAIBO. . Ar	1445	
1300		Ar MIAMI. . . . Lv		0700
	0900	Ar PANAMA . . . Lv	1100	

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ② ⑤⑥	C-46	616 ① ③⑤
0600	Lv MIAMI . . . . Ar	1400
0810	Ar GRAND CAYMAN Lv	
0900	Lv GRAND CAYMAN Ar	
1130	Ar SAN JOSE, C.R.Lv	0700

LUFTHANSA GERMAN AIRLINES

LH041 ①④⑦	U.S.A.-Europe Super Constellation	LH040 ②③⑤	LH040 ⑥
2300	Lv NEW YORK . . . Ar	1055	1450
	MANCHESTER . . Lv		0430
	MANCHESTER . . Ar		0230
1800	Ar FRANKFURT. . . Lv	0100	0100

LH032 #Ex ①	LH030 ③④ ⑤	England Viking Service	LH031 ④⑤ ⑥	LH033 #Ex ①
	2300	Lv FRANKFURT. . . Ar	0715	
0115		Lv DUSSELDORF . . Ar		0710
0225	0045	Ar LONDON Lv	0330	0400

LH036 #Ex ⑦	Denmark	LH037 #Ex ①
2345	Lv FRANKFURT . . . Ar	0835
0105	Ar HANOVER Lv	
0135	Lv HANOVER . . . . Ar	
	Ar HAMBURG Lv	0645
	Lv HAMBURG . . . . Ar	0600
0325	Ar COPENHAGEN. . . Lv	0445

LH029 #Ex ①	LH024 #Ex ⑦	LH026 #Ex ⑦	LH020 #Ex ⑦	LH022 #Ex ⑦	VIKING Intra-German Service	LH027 #Ex ⑦	LH024 #Ex ⑦	LH023 #Ex ①	LH021 #Ex ①	LH028 #Ex ①
			1800		Lv HAMBURG . . . . Ar				0325	
			1840		Ar BREMEN. Lv				0245	
			1915		Lv BREMEN. . . . . Ar				0205	
			1950		Ar HANOVER Lv				0130	
			2045		Lv HANOVER . . . . Ar				0050	
0750				2000	Lv DUSSELDORF. . . Ar			1105		0035
				2030	Ar COLOGNE/BONN. . Lv					
				2115	Lv COLOGNE/BONN. . Ar					
0850			2205	2215	Ar FRANKFURT . . . Lv			1000	2330	2330
	1705	1820			Lv FRANKFURT . . . Ar	2100	2135			
		1915			Ar STUTTGART . . . Lv	2005				
					Ar NUREMBERG . . . Lv		2045			
					Lv NUREMBERG . . . Ar		2000			
	1830				Ar MUNICH. Lv		1915			

MALAYAN AIRWAYS (MAL)

122 #	106 #	DC-3
0425	0455	Lv SINGAPORE
0555		Ar KUALA LUMPUR
	0700	Ar IPOH
	0730	Lv IPOH
	0810	Ar PENANG

MARITIME CENTRAL AIRWAYS (MAR)

514 ②⑤	525 ②④ ⑤		526 ②④ ⑤	515 ②⑤
0830	0800	Lv MONCTON. . . . . Ar	1730	1320
0900		Ar CHARLOTTETOWN. . Lv		1250
1000		Lv CHARLOTTETOWN. . Ar		1220
1040		Ar HOUSE HARBOR . . Lv		1140
	1130	Ar GOOSE BAY. . . . Lv	1400	

MACKEY AIRLINES

1-X ①④	3-X ②⑤	C-46	2-X ①④	4-X ②⑤
2400	1200	Lv FT. LAUDERDALE . . Ar	1500	1530
	1420	Ar WEST PALM BEACH. . Lv		
	1440	Lv WEST PALM BEACH. . Ar		
	1310	Ar WEST END/ Lv		
	1340	Lv GRAND BAHAMA . . Ar		
	1355	Ar FREEPORT/ GRAND BAHAMA . . Lv		1455
1300		Ar NASSAU Lv	1400	

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	DC-3 Read Down	DC-3 Read Up	785 ⑥
0500	0500	0500	Lv PERTH	Ar	2345
0645	0645		Ar GERALDTON	Lv	
0705	0705		Lv GERALDTON	Ar	
0900	0900		Ar CARNARVON	Lv	
0920	0920		Lv CARNARVON	Ar	
			MORAWA	Lv	
			YALGOO	Lv	
			YALGOO	Ar	
		0715	Ar MT. MAGNET	Lv	
		0735	Lv MT. MAGNET	Ar	
			WILUNA	Lv	
		0825	Ar MEEKATHARRA	Lv	
		0845	Lv MEEKATHARRA	Ar	
		1050	Ar WITTENOON	Lv	
		1120	Lv WITTENOON	Ar	
1125	1125		Ar ONSLOW	Lv	
1200			Lv ONSLOW	Ar	
1300	1250		Ar ROEBOURNE	Lv	
1350	1340	1220	Ar PT. HEDLAND	Lv	
1420	1410	1240	Lv PT. HEDLAND	Ar	
1450	1450		Lv DE GREY	Lv	
1500	1450		Lv PARDOO	Lv	
1550	1540		Lv WALLAL	--	
1610	1600		Lv MANDORA	--	
		1415	Lv ANNA PLAINS	--	
1720	1710	1510	Lv BROOME	--	
1815	1805	1605	Ar DERBY	Lv	0700

MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	618 ⑤	770 ⑥	774 ⑦	DC-4 Read Down	DC-4 Read Up	771 ⑥	775 ⑦	615 ①	721 ③	617 ③
	0400	0400			Lv LONDON	Ar			0945		0945
	0920	0920			Ar ROME	Lv			0400		0400
	1020	1020			Lv ROME	Ar			0300		0300
	1510	1510			Ar ATHENS	Lv			②		④
	1610	1610			Lv ATHENS	Ar					
	2000	2000			Ar BEIRUT	Lv			2100		2100
0200			0200	0001	Lv BEIRUT	Ar	1145	1530		1330	
					Ar BAGHDAD	Lv				1130	
					BAGHDAD	Ar				1030	
0715			0715		Ar KUWAIT	Lv	0830			0830	
				0830	Ar DHAHRAN	Lv					
				0930	Lv DHAHRAN	Ar					
				0915	Ar DOHA	Lv					
				1015	Lv DOHA	Ar					
				1100	Ar BAHRAIN	Lv		1200			

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NORTHWEST AIRLINES (NW)

908 ⑤	998 ⑦	906 #Ex ⑤⑥⑦	912 #Ex ⑥⑦	DC-7C	903 #Ex ⑦	919 #Ex ⑥⑦①	999 ⑥
	0100			Lv TOKYO . . . . . Ar			0130
	1700			Ar ANCHORAGE . . . Lv			1800
	1800			Lv ANCHORAGE . . . Ar			1650
	0105			Ar SEATTLE Lv			1330
	0600			Lv SEATTLE . . . . Ar			1215
				MINNEAPOLIS/ Ar	1805	0355	
1600		1150	2200	Lv ST PAUL. . .			
				Ar ROCHESTER . . . Lv	1735		
				Lv ROCHESTER . . . Ar	1705		
1715		1305	2320	Ar MILWAUKEE . . . Lv	1555		
1755		1345	0005	Lv MILWAUKEE . . . Ar	1515		
	1445			Ar CHICAGO Lv		0320	0900
	1545			Lv CHICAGO (ORD) . Ar		0235	0805
2000		1550	0200	Ar DETROIT (DTW) . Lv	1505		
2045		1635	0355	Lv DETROIT (DTW) . Ar	1425		
2350	1925	1940	0600	Ar NEW YORK (IDL). Lv	1310	0030	0600

OLYMPIC AIRWAYS

⑦	VISCOUNT 800	⑦
0400	Lv LONDON. . . . Ar	2200
1350	Ar ATHENS. . . . Lv	1550

NATIONAL AIRLINES, INC.

96 #Ex ⑥⑦	99 #Ex ⑥⑦	1049-H Constellation	97 #Ex ⑦①	98 #Ex ⑥⑦
2100	1900	Lv MIAMI. . . . . Ar	0528	1345
		Ar WEST PALM BEACH. . Lv	0500	
		Lv WEST PALM BEACH. . Ar	0430	
	2000	Ar ORLANDO. Lv		1245
	2100	Lv ORLANDO. . . . . Ar		1145
f	2130	Ar TAMPA. Lv		1115
	2230	Lv TAMPA. . . . . Ar		1015
2200		Ar ORLANDO. Lv		
2330		Lv ORLANDO. . . . . Ar		
0313		Ar IDLEWILD (NYC) . . Lv	0030	
	f	Ar NEW ORLEANS. . . . Lv		f
		Lv NEW ORLEANS. . . . Ar		
	0035	Ar HOUSTON. Lv		0620
	0135	Lv HOUSTON. . . . . Ar		0520
	0505	Ar LOS ANGELES. . . . Lv		2230

PACIFIC NORTHERN AIRLINES (PN)

3 ②③④⑤⑥⑦	3 ①②③④⑤	5 ✕	1B ②④⑤	1A ①⑤	1 ③⑦	Lockheed Constellation Speedpak Read Down — Read Up	2 ①②④⑥	2A ⑤	2B ③⑦	4 ✕	4 ①②③④⑤	6 ②③④⑤⑥⑦
	2340					Lv PORTLAND.....Ar					2250	
	0030					Ar SEATTLE - TAKOMA.....Lv					2200	
0120		0830	0730	0730	0730	Lv SEATTLE - TAKOMA.....Ar	1715	1715	1715	2125		0500
			1010	1010	1010	Ar KETCHIKAN (Annette Is.).....Lv	1445	1445	1445			
			1155	1155	1155	Ar JUNEAU.....Lv	1300	1300	1300			
			1300			Ar YAKUTAT.....Lv		F	1000			①②③④⑤⑥
			1330	1240		Ar CORDOVA.....Lv	0820	0820				
0500		1210	1450	1400	1320	Ar ANCHORAGE.....Lv	0700	0700	0700	1400		2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

160 ⑦	160 ②	160 ③	164 ③	162 ④②	160 ⑤	164 ⑤	162 ⑥	DC-7F	161 ②	161 ③⑤⑥	163 ③⑦	165 ④	163 ⑤	161 ⑦	55 #Ex ⑦④	55 ④	55 ⑦
			1830			1830		Lv CHICAGO(ORD). . Ar				1755					
			2045			2045		Ar DETROIT(DTW). . Lv				1735					
			2145			2145		Lv DETROIT(DTW). . Ar				1655					
						0015		Ar NEW YORK (IDL). Lv				1400					
0300	0300	0300	0300	0400	0300	0300	0400	Lv NEW YORK. . . . Ar	1140	1010	0925	1010	0925	1010	0815	0910	0700
f					f			Lv BALTIMORE . . . Ar									
f					f			Lv PHILADELPHIA. . Ar									
						0410	f	Ar BOSTON. Lv							0700		
	f	f	f			0530		Lv BOSTON. . . . . Ar	f	f	f	f	f	f	0610		
		f			f			Ar GANDER. Lv	f	f	f	f	f	f			
								KEFLAVIK. Lv								0245	
								KEFLAVIK. . . . . Ar								0200	
			f	f			f	Ar SHANNON Lv	0400	f	0145	f	0145	f	2345		
								SHANNON . . . . Ar	0250		0040		0040		2250		
			f			f		Ar GLASGOW Lv								2330	2330
								GLASGOW . . . . Ar		f		f		f		2240	2240
1930	1930	1930	1930		1930	2055		Ar LONDON. Lv	0100	0200		0200		0200	2100	2100	2100
2300	2300	2300	2300		2300	0030		Lv LONDON. . . . . Ar	2300	0010		2359		2359			
f	f				0100			Ar BRUSSELS. . . . Lv	f			2345		2345			
	f				0200	f		Lv BRUSSELS. . . . Ar				2310		2310			
	f	0115	0115		f			Ar AMSTERDAM . . . Lv	f	2350							
	f	0200	0200		f			Lv AMSTERDAM . . . Ar		2320							
f	f				f	f		Ar DUSSELDORF. . . Lv	f	f		f		f			
								COLOGNE Lv		f							
0155	0155	0320	0320		0310	0440		Ar FRANKFURT . . . Lv	2200	2200		2200		2200			
0800	0800	0800	0800		0800			Lv FRANKFURT . . . Ar		2040		2040		2040			
0845	0845	0845	0845		0845			Ar STUTTGART . . . Lv		2000		2000		2000			
0915	0915	0915	0915		0915			Lv STUTTGART . . . Ar		1915		1915		1915			
1000	1000	1000	1000		1000			Ar MUNICH. Lv		1830		1830		1830			
				2210			2210	Ar PARIS Lv			2300		2300				
				2359			0130	Lv PARIS . . . . . Ar			2100		2100				
				0245			0415	Ar ROME. Lv			1800		1800				
							f	Ar ISTANBUL. . . . Lv									
							f	Ar ANKARA. Lv									
							f	Ar BEIRUT. Lv									

When required for reserved transatlantic cargo of at least 400 kgs (except as noted below) the above services will call at additional cities as indicated by the symbol (f) with its corresponding arrive or departure time. ONE city per flight ONLY between London and Frankfurt.

EXCEPTIONS TO 400 KGS MINIMUM LOAD

Ankara	2000 kg.	Baltimore/ Washington	1500 kg.
Istanbul	2000 kg.	Philadelphia	1000 kg.
Beirut	2000 kg.	Glasgow	500 kg.
1000 kg. minimum load to/from Gander			

No local traffic between Baltimore and Gander or between Paris and Ankara or Paris and Istanbul.

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ②	PAA - DC-7B	392 ⑦
1100	Lv MIAMI . . Ar	1605
1505	Ar PANAMA. . Lv	1200
393 ③	PANAGRA	392 ⑦
0700	Lv PANAMA. . Ar	1010
f	Ar CALI. . . Lv	f
f	Ar QUITO . . Lv	f
f	Ar GUAYAQUIL Lv	f
f	Ar TALARA. . Lv	f
1210	Ar LIMA. . . Lv	0500
④		⑤
0600	Lv LIMA. . . Ar	1320
f	Ar ARICA . . Lv	-
f	Ar ANTOFAGASTA	-
f	Ar LAPAZ . . Lv	f
1210	Lv SANTIAGO. Ar	0900

619 #Ex ⑤	678 #Ex ⑦	DC-4	679 #Ex ⑥	618 #Ex ⑥
	0110	Lv FRANKFURT. . Ar	2340	
		DUSSELDORF . Lv	2240	
		DUSSELDORF . Ar	2210	
	0250	Ar BERLIN . . . Lv	2020	
1530		Lv BERLIN . . . Ar		1850
1640		Ar HAMBURG. . . Lv		1740

879 #Ex ⑦	DC-7F	878 ③④ ⑥	878 ③④ ⑥
	Lv LOS ANGELES. . . . Ar	0540	
2100	Lv SAN FRANICSCO. . . Ar	0850	0530
0355	Ar HONOLULU Lv	1845	1930
		①	#Ex ①②
0700	Lv HONOLULU . . . . Ar	1540	1540
1300	Ar WAKE ISLAND. . . . Lv		
1445	Lv WAKE ISLAND. . . . Ar		
1830	Ar TOKYO. Lv	2300	2300

PAA

U.S.A.—LATIN AMERICA

3433 ①②③⑤	3431 #Ex ④⑤	3401 ⑥	3211 ⑦	3451 #	3299 ①②③	C-54	3436 ①	3252 ③④⑤	3434 ①②③⑤	3432 ①	3458 #Ex ④⑤	3452 #Ex ⑥⑦	3402 ⑥	3438 ⑥
					2300	Lv NEW YORK. . Ar		0650						
0100	0530	1130 1230		2300		Lv MIAMI . . . Ar	1600		0520	1700	1335 | 1100	0250	1500 1400	1350
	0835					Ar NASSAU. . . Lv								
						Ar KINGSTON. . Lv								
						Lv KINGSTON. . Ar								
						Ar CIUDAD TRUJ. Lv								
				0500	0745	Ar SAN JUAN. . Lv		0001		1115		2300		
			1115			Lv SAN JUAN. . Ar								
0810						Ar CARACAS . . Lv			2300					0800
						Lv CARACAS . . Ar								
			1530			Ar PORT OF SPAIN	1000							
						Ar BELEM . . . Lv								
						Lv BELEM . . . Ar								
						Ar RIO DE JANE. Lv								
						Lv RIO DE JANE. Ar								
						Ar BUENOS AIRES Lv								

(PAA)

P393 A② DC7F	3511 ②④	3503 ④	3517 ①③	3501 ④	C-54	P392 A⑤ DC7F	3502 ③	3512 ③⑤	3504 ⑤	3518 ④
			0830		Lv HOUSTON. . . Ar					1845
1100	1100	0900	|		Lv MIAMI. . . . Ar	1605		1435	1530 0930	|
		|	1320		Ar MEXICO . . . Lv					1415
			1400		Lv MEXICO . . . Ar					1315
		1700	1730		Ar GUATEMALA. . Lv					0930
				0930	Lv GUATEMALA. . Ar		1400			
1505	1635			1700	Ar PANAMA CITY. Lv	1200	1000	0900		
P393 G③				⑤		P392 A⑤				
0700				1100	Lv PANAMA CITY. Ar	1010				
|				1730	Ar CARACAS. . . Lv	|				
1210					Ar LIMA Lv	0500				
0600					Lv LIMA . . . . Ar	1320				
1210					Ar SANTIAGO . . Lv	0900				

QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA/QF 776 C⑥	BA/QF 780 SC⑤	BA 980 C③	AI 164 SC⑤	749 Constellation	AI 163 SC①	BA 981 C③	BA/QF 781 SC①	BA/QF 777 C③
2230	2300	0700	0630	Lv LONDON. . . Ar	1935	0720	1700	2320
0005	|	|	|	Ar DUSSELDORF. Lv		0535	|	|
|	0105	0900	0835	Ar FRANKFURT . Lv		|	1425	2110
|	|	|	1310	Ar ROME. . . . Lv	1535	|	|	|
0300	0350	1125	|	Ar ZURICH. . . Lv	|	0245	1215	1845
1305	|	2240	2025	Ar BEIRUT. . . Lv	0950	1915	|	1015
1915	|	|	|	Ar ABADAN. . . Lv	|	|	|	0640
|	1455	|	|	Ar DAMASCUS. . Lv	|	|	0525	|
|	|	0530	0340	Ar BAHRAIN . . Lv	|	1405	|	|
|	0220	|	|	Ar KARACHI . . Lv	|	|	2205	|
|	|	|	1150	Ar BOMBAY. . . Lv	|	|	|	|
0625	|	1545	|	Ar DELHI . . . Lv	0130	0630	1810	2255
|	1015	|	0700	Ar CALCUTTA. . Lv	1900	|	1210	|
|	|	0020	|	Ar RANGOON . . Lv	|	2300	|	|
1725	1705	|	|	Ar BANGKOK . . Lv	|	|	|	1420
|	|	1015	|	Ar HONG KONG . Lv	|	1800	|	|
|	|	QF 980 ⑤	|		|	QF 981 ③	|	|
|	|	2359	|	Lv TOKYO . . . Ar	|	1730	|	|
|	|	0800	|	Ar HONG KONG .	|	|	|	|
|	|	1615	|	Ar MANILA. . . Lv	|	0930	|	|
2315	2245	|	|	Ar SINGAPORE . Lv	|	|	0615	0930
|	0315	|	|	Ar DJAKARTA. . Lv	|	|	1205	|
1120	1315	|	|	Ar DARWIN. . . Lv	|	|	0635	0125
|	|	0500	|	Ar PORT MORESBYLv	|	2345	|	|
2050	2230	1315	|	Ar SYDNEY. . . Lv	|	1530	2200	1700

Flts QF 980 & 981 TYO-SYD operated by 1049 Constellations.

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHERN CONSOLIDATED

37 □	37 □□	F-27B
1015	1015	Lv ANCHORAGE
	1120	Ar McGRATH
	1150	Lv McGRATH
	1240	Ar ANIAK
	1310	Lv ANIAK
1130		Ar KING SALMON
1200		Lv KING SALMON
1220		Ar DILLINGHAM
1250		Lv DILLINGHAM
1340	1345	Ar BETHEL

□ Operates 2nd and 4th Wednesday, & January 31.
□□ Operates 1st and 3rd Wednesday, & November 29.
Flights return as combination flights.

RIDDLE AIRLINES (RD)

201 #Ex ①	205 ①	207 #Ex ⑦①	401 #Ex ⑥	451 #Ex ⑦①	453 #Ex ⑦①	301 #	C-46/DC-7CF	202 #Ex ⑦	204 ⑦	402 #Ex ⑥	452 #Ex ⑥⑦	208 #Ex ⑥⑦	454 #Ex ⑥⑦	302 #
		0001					Lv BOSTON. . . . . Ar					0750		
		0110					Ar NEW YORK (IDL). Lv					0645		
0001	0001	0200					Lv NEW YORK (IDL). Ar	2030	0321			0545		
		0305					Ar PHILADELPHIA. . Lv	1945				0500		
		0350					Lv PHILADELPHIA. . Ar	1845				0325		
			2300				Lv CHICAGO (MDW) . Ar			0430				
			0115				Ar INDIANAPOLIS. . Lv			0410				
			0215Ø				Lv INDIANAPOLIS. . Ar			0330Ø				
				0005	0300		Lv DETROIT (DTW) . Ar				0620		0100	
				0100			Ar CLEVELAND . . . Lv				0530			
				0200			Lv CLEVELAND . . . Ar				0450			
			0450	0520	0630		Ar ATLANTA Lv			0050	0130		2130	
			0550	0620			Lv ATLANTA . . . . Ar			2350	2359			
		0840		0840			Ar ORLANDO Lv				2140	0001		
		0945		0940			Lv ORLANDO . . . . Ar				2040	2250		
				1020			Ar TAMPA Lv				2000			
0345	0540	1050					Ar WEST PALM BEACH Lv							
0430	0600	1120					Lv WEST PALM BEACH Ar							
0500	0640	1155	0855				Ar MIAMI Lv	1500	2130	2030		2130		
						2200	Lv MIAMI . . . . . Ar							0900
						0300	Ar SAN JUAN. . . . Lv							0600

Flts 201 and 202 operate with DC-7CF equipment. Ø IND Sunday Demand Service

RUTAS AEREAS NACIONALES (RANSA)

③			①	④	②	⑤	⑦	C-46; C-47	②	⑤	⑦	①		④	③		
2000	0145	0005	2200	0005	0430	0145	0005	Lv MIAMI, International.....Ar	1415	1800	2045	1900	1800	1400	0415	1800	1415
								BARCELONA, Muntadas.....Lv				1200					
								BARCELONA, Muntadas.....Ar				1100					
2300	0445	0305	0100	0350	0730	0445	0305	Ar KINGSTON, Palisadoes.....									
2345	0530	0350	0145	0350	0815	0530	0350	Lv KINGSTON, Palisadoes.....									
F	F	F		F	F	F	F	ARUBA.....									
			0545					Ar MARACAIBO, Gr. De Oro.....Lv						0800			
								MARACAIBO, Gr. De Oro I.....									
0445	1000	0820		0820	1245	1000	0820	Ar CARACAS, Maiquetia.....Lv	1000	1145	1430	1000	1145		1000	1145	0800

#Ex ⑥⑦	DC-6A
0100	Lv MIAMI
0600	Ar CARACAS

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

SABENA BELGIAN AIRLINES (SAB)

SN249 [1] ⑦	SN247 [1] ②④	SN101 [1] #	SN205 [1] ②③④⑤	BE499 V ②⑤⑥⑦	SN551 DC-7 ⑤	SN549 DC-7 ③	[1] DC-3/C-47 V Viscount	SN550 DC-7 ④	SN552 DC-7 ⑥	SN206 [1] ③④⑤⑥	BE500 V ②⑤⑥⑦	SN102 [1] #	SN248 [1] ②④	SN250 [1] ⑦
0040	0950	2030	2215	0605	2110	2110	Lv BRUSSELS . . . Ar	0910	0955	0420	0405	0045	2320	1330
						2200	Ar MANCHESTER . . Lv	0625						
						2300	Lv MANCHESTER . . Ar	0540						
			2315	0615			Ar LONDON Lv			0130	0200			
		2200					Ar PARIS(LeBourget)					2320		
0600	1510						Ar MILAN(Linate). Lv						1735	0745
					0435		Ar MONTREAL . . . Lv		1635					
					0535		Lv MONTREAL . . . Ar		1535					
					0725	0700	Ar NEW YORK . . . Lv	1345	1345					

SN213 ②	SN227 ⑤	SN217 [1] ③④	SN211 ⑥	SN229 ⑤	DC-3/C-47	SN230 ⑤	SN212 ⑥	SN218 [1] ③④	SN228 ⑤	SN214 ②
0945	1450	1450	1220	1820	Lv BRUSSELS . . . Ar	2305	1955	2305	2310	2305
					Ar COLOGNE Lv	2150		2150		2150
					Lv COLOGNE . . . . Ar	2105		2105		2105
				1930	Ar DUSSELDORF . . Lv	2030	1850			
					Lv DUSSELDORF . . Ar		1800			
		1710	1440		Ar STUTTGART. . . Lv				2045	
					Lv STUTTGART. . . Ar		1600	1930	1945	
1205	1710				Ar NUREMBERG. . . Lv				1845	1925
1305					Lv NUREMBERG. . . Ar					1855
1525					Ar VIENNA Lv					1625

SN935 S-58 #EX ⑥⑦	SN103 [1] #EX ⑦①	[1] DC-3/C-47	SK051 [1] #EX ⑦①	SN936 S-58 #EX ⑦⑥
1300	0140	Lv BRUSSELS . . . Ar	0445	1440
1335		Ar EINDHOVEN. . . Lv		1400
	0245	Ar AMSTERDAM. . . Lv	0345	
	0350	Lv AMSTERDAM. . . Ar	0225	
	0610	Ar COPENHAGEN . . Lv	0005	

PZ207 ②	PZ209 ④	PZ213 ⑥	PZ205 ⑦	PZ211 ①	PZ203 ⑥	DC-4	PZ206 ②	PZ208 ④	PZ212 ⑥	PZ204 ⑦	PZ202 ③	PZ210 ⑤
				1100	1100	Lv BRUSSELS. . . . Ar					2100	1930
						Ar DUSSELDORF. . . Lv					2030	
						Lv DUSSELDORF. . . Ar					1900	
				1230	1230	Ar BASLE Lv					1800	1800
				1630	1630	Lv BASLE . . . . . Ar					1630	1630
				0001	0001	Ar ISTANBUL. . . . Lv					1100	1100
				0100	0100	Lv ISTANBUL. . . . Ar					1000	1000
1000	1200	1200	2200			Lv BEIRUT. . . . . Ar	0700	0900	0900	1800		
1630	2030	2030	0430	0930	0930	Ar TEHERAN Lv	0330	0330	0330	1430	0430	0430

SAM AIRLINES

999A #Ex ①⑦	999 ④⑥	888 ④⑥	C-46	998A #Ex ⑥⑦	887 #	998 ①④
0330	0300		Lv MIAMI Ar	0430		2000
0900			Ar SAN ANDRES Lv	1000		
			Lv SAN ANDRES Ar			
			Ar CARTAGENA Lv			
		1145	Lv CARTAGENA Ar		1445	
		1215	Ar BARRANQUILLA Lv		1415	1400
		801	Lv BARRANQUILLA Ar		1315	1300
	1150	#	Ar MEDELLIN Lv		1130	
	1250	0600	Lv MEDELLIN Ar		1030	
	1350	0700	Ar BOGOTA Lv		0930	1100
	1445	0800	Lv BOGOTA Ar		0830	1000
	1630		Ar CALI Lv		0715	
		1200	Ar LETICIA Lv			0600

SCANDINAVIAN AIRLINES (SAS)

SK044 ✈Ex ⑰	SK069 ③④⑥	SK063 ✈Ex ⑰	SK057 ③④ ⑤⑥	SK/BE 747 ✈Ex ①	SK051 ✈Ex ⑰	Curtiss	SK070 ③④⑥	SK064 ✈Ex ⑰	SK058 ③④ ⑤⑥	BE/SK 748 ✈Ex ①	SK052 ✈Ex ⑰	SK043 ✈Ex ⑰
0550	1515	1200	1540	0435	2305	Lv COPENHAGEN. . Ar	0110	2155	0055	0235	0505	2045
				0710	0120	Ar AMSTERDAM . . Lv				0005	0250	
			1920			Ar LONDON. . . . Lv			2115			
						Ar PARIS Lv						
						Ar FRANKFURT . . Lv		1925				
		1500				Lv FRANKFURT . . Ar		1835				
	1925					Ar STUTTGART . . Lv		1750				
						Ar MILAN Lv	2100					
0750						Ar STOCKHOLM . . Lv						1845

SK/BE Flts. 747 and 748 operates with V-802 Equipment.

SK049 ②⑤	SK045 ✈Ex ⑦②	Curtiss	SK046 ✈Ex ⑦①
1800	1155	Lv OSLO. . . . . Ar	0820
		GOTHENBURG. . Lv	0715
		GOTHENBURG. . Ar	0615
1945	1340	Ar COPENHAGEN. . Lv	0515

SEABOARD WORLD AIRLINES

100 CL-44 ⑤	100 * ④⑥	200 * ③④ ⑥	204 * ②⑤	100 * ②③	100 * ①	104 * ⑦	* Constellation	101 * ①	101 C-46 ①	201 * ②	101 C-46 ②	205 * ③⑥	101 C-46 ③	203 * ④	101 C-46 ④	201 & ⑤	101 C-46 ⑤	101 C-46 ⑥
0330	0330	1200	1200	0330	0600	0330	Lv NEW YORK. . . Ar	1130	1130	1000	1000	1100	1030	1000	1000	1000	1130	1300
1800		0415	0415	1945	2215	1945	Ar SHANNON . . . Lv	0330	0330	0130		0300		0130		0130		
1900		0515	0515	2100	2315	2100	Lv SHANNON . . . Ar	0240	2040	0030		0200		0030		0030		
	2030						Ar GLASGOW . . . Lv				0100				0100			0230
2000	2300	0645		2240	0100		Ar LONDON. . . . Lv	0045	0045	2300			0045	2300		2300	0630	0045
2100	2355	0735		2335	0155		Lv LONDON. . . . Ar	2345	2345	2050			2345	2140		2050	0530	2345
							Ar AMSTERDAM . . Lv							f2030				
	0135			f0035	f0255		Ar BRUSSELS. . . Lv				2300					1840		
			0830			0015	Ar PARIS Lv					2330						
			0930			0130	Lv PARIS . . . . Ar					2100						2255
							Ar DUSSELDORF. . Lv			f1900						f1900		
							Ar COLOGNE . . . Lv			f1850						f1850		
							Ar HAMBURG . . . Lv							1800				
2330	0300	1000		0300	0530		Ar FRANKFURT . . Lv	2155	2155	1800	2155		2155		2155	1800	0400	2155
C-46	C-46			C-46	C-46				*		*		*		*		CL44	*
0630	0630			0630	1400		Lv FRANKFURT . . Ar		2030		2030		2030		2030		2030	2030
0800	0800			0800	1500		Ar MUNICH. . . . Lv		1920		1920		1920		1920		1920	1920
0905	0905		1100	0905	1600		Ar STUTTGART . . Lv		1815		1815		1815		1815		1815	1815
						0300	Ar ZURICH. . . . Lv					1900						

SWISSAIR (SR)

704 DC-3 ① ②③ ④⑤	DC-6A Read Down	DC-6A Read Up	705 DC-3 ② ③④ ⑤⑥
	Lv NEW YORK	Ar	
	Ar MANCHESTER	Lv	
	Lv MANCHESTER	Ar	
	Ar BASLE	Lv	
	Lv BASLE	Ar	
	Ar GENEVA	Lv	
	Lv GENEVA	Ar	
	Ar ZURICH	Lv	
	Lv ZURICH	Ar	
	Ar GENEVA	Lv	
2310	Lv ZURICH	Ar	0715
2350	Ar BASLE/MULHOUSE	Lv	0640
0020	Lv BASLE/MULHOUSE	Ar	0610
0300	Ar AMSTERDAM	Lv	0340
	Ar STUTTGART	Lv	

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑥	DC-4 Read Down	DC-4 Read Up	900 ①	900 ③⑤
2400	2200	Lv NEW YORK	Ar	0500	0700
0800	0600	Ar SAN JUAN	Lv	2100	2300

TRANS-AUSTRALIA AIRLINES (TAA)

1946 DC4 ⑦	1916 DC3 ⑥	1912 DC3p ⑥	1910 DC3 ⑥	1908 DC3 ⑤	1902 DC4 ④	1918 DC4 ④	1902 DC3 ③	1902 DC4 ③	1906 DC3p ②④⑥	1932 DC3p ②	1916 DC3 ②④ ⑤	1912 DC4 ②④	1902 DC3 ①② ③	1912 DC3 ①④ ⑤		1911 DC3 ①	1901 DC3 ①② ③④	1947 DC4 ①	1911 DC4	1915 DC3 ②④ ④⑤	1931 DC3p ②	1911 DC4 ③	1905 DC3p ③⑤ ⑦	1901 DC3 ③	1901 DC4 ③	1911 DC3 ④⑤	1917 DC4 ④	1907 DC3 ⑤	1909 DC3 ⑥	1913 DC3 ⑥	1915 DC3 ⑥
	1340	0200	0120	0500	2230	0925		2230		2000	1340	0120	2030	0120	Lv MELBOURNE. . Ar	1000	0245	1700	0815	2050	0245	0930			0505	0825	1810 1635 1535	1155	0635	0840	1845
	1540		0320	0700 0745		1105 1225				2200 2230	1540 1625	0300 0350		0320 0345	Ar WINYARD. . . Lv							0755 0655							0430		1640
		0430													Lv WINYARD. . . Ar																
				0830	0050	1305		0050		2315	1710	0430	0120	0430	Ar DEVONPORT. . Lv																
					0225		0225						0230		Lv DEVONPORT. . Ar																
0200					0500		0520		0500					0525	Ar LAUNCESTON . Lv	0825	2340		0600	1810	0005	0600		0230		0545	1435	0915		0600	
									0720						Lv LAUNCESTON . Ar	0725	2210														
									0750						Ar SMITHTON . . Lv	0600	1900														
									0905						Lv SMITHTON . . Ar																
									0935						Ar HOBART . . . Lv																
									1100						Ar SYDNEY . . . Lv																
															Lv SYDNEY . . . Ar								2340 2030							
															Ar BRISBANE . . Lv																
															Lv BRISBANE . . Ar								1305								
															Ar ROCKHAMPTON. Lv																
															Lv ROCKHAMPTON. Ar																
															Ar MACKAY . . . Lv																
															Lv MACKAY . . . Ar								0830								
0705 0805 1210															Ar TOWNSVILLE . Lv																
															Ar MOUNT ISA. . Lv																
															Lv MOUNT ISA. . Ar																
															Ar DARWIN . . . Lv			0630													

TACA INTERNATIONAL AIR LINES SA)

525/ 101 ⑦	401 ⑥	801 ①③ ⑤	801/ 101 ②④	DC-4			400 ①	800 ②④	400 ③⑤	400 ⑦	102 ⑥
	0245	0330	0330	Lv	NEW ORLEANS	Ar	1820	1710	1900	1920	
0700				Lv	MEXICO CITY	Ar					1410
	0715			Ar	BELIZE.	Lv			1505		
	0750			Lv	BELIZE.	Ar			1450		
1025	0915	0900	0900	Ar	GUATEMALA CITY . . .	Lv	1325	1115	1325	1425	1050
1100	1015	1000	1000	Lv	GUATEMALA CITY. . .	Ar	1310	1045	1310	1410	1030
1145	1100	1045	1045	Ar	SAN SALVADOR. . . .	Lv	1225	1000	1225	1325	0945
1320	1210		1210	Lv	SAN SALVADOR. . . .	Ar	1200		1200	1250	
1415	1305		1305	Ar	TEGUCIGALPA	Lv	1115		1115	1205	
1435	1330		1330	Lv	TEGUCIGALPA	Ar	1100		1100	1150	
1530	1425		1425	Ar	MANAGUA	Lv	1005		1005	1055	
1550	1450		1450	Lv	MANAGUA	Ar	0950		0950	1040	
1700	1600		1600	Ar	SAN JOSE.	Lv	0840		0840	0930	

TRANS-MEDITERRANEAN AIRWAYS (TMA)

120 ⑤⑦	108 ②⑥ ⑦	106 ①④ ⑦	112 ②	114 ⑥	102 ⑤	104 ⑦	Yorks DC-4		101 ④⑤	103 ⑦⑥	111 ②	113 ⑥	105 ①② ⑦	107 ②⑥ ⑦	119 ④⑦
					0900	2300	Lv	FRANKFURT . . .	Ar	1530	1530				
					1000	2400 ①	Ar	BASEL	Lv	1430	1430				
					1200	0200	Lv	BASEL	Ar	1330	1330				
							Ar	BRINDISI. . . .	Lv						
							Lv	BRINDISI. . . .	Ar						
					2320	1320	Ar	BEIRUT.	Lv	0400	0400				
0100	0100	0300	0400	0400			Lv	BEIRUT.	Ar			2100	2100	1430	1330	1600
			0800	0800			Ar	BAGHDAD	Lv			1900	1900			
			0900	0900			Lv	BAGHDAD	Ar			1800	1800			
			1200	1200			Ar	TEHRAN.	Lv			1600	1600			
							Ar	KUWAIT.	Lv					1100		
	0730	0830					Ar	DHAHRAN	Lv						1000	
0730							Ar	BAHRAIN	Lv							
0900							Lv	BAHRAIN	Ar							1230
1030							Ar	DOHA	Lv							

TRANS WORLD AIRLINES (TW)

DOMESTIC

595 #Ex ⑥⑦	591 #Ex ⑥⑦	L-1649			594 #Ex ⑥⑦	590 #Ex ⑥⑦
0045	1920	Lv	NEW YORK (IDL). .	Ar	1117	1210
	1958	Ar	NEWARK.	Lv		1130
	2300	Lv	NEWARK.	Ar		1015
0150		Ar	PHILADELPHIA. . .	Lv		
0310		Lv	PHILADELPHIA. . .	Ar		
		Ar	WASHINGTON. . . .	Lv	1005	
		Lv	WASHINGTON. . . .	Ar	0904	
0546		Ar	INDIANAPOLIS. . .	Lv		
0645		Lv	INDIANAPOLIS. . .	Ar		
0658		Ar	ST. LOUIS	Lv	0525	
0810		Lv	ST. LOUIS	Ar	0410	
0920		Ar	KANSAS CITY . . .	Lv		
1035		Lv	KANSAS CITY . . .	Ar		
1408	0548	Ar	LOS ANGELES . . .	Lv		2250
	0720	Lv	LOS ANGELES . . .	Ar		
	0857	Ar	SAN FRANCISCO . .	Lv	2015	

TW INTERNATIONAL

980 ②	980 ④	972 ③⑤	970 ⑥				971 ②	973 ④⑥	981 ③	981 ⑥
0130	0130	0130	0130	Lv	NEW YORK (IDL).	Ar	1000	0920	1020	1205
	1710			Ar	SHANNON. . . .	Lv	0235			
	1755			Lv	SHANNON. . . .	Ar	0150			
		1830		Ar	LONDON	Lv		0030		
		1930		Lv	LONDON	Ar		2330		
		2125	1955	Ar	FRANKFURT. . .	Lv	2230	2130		
			2155	Lv	FRANKFURT. . .	Ar	2055			
1905	2015			Ar	PARIS.	Lv			0045	0230
2030	2145			Lv	PARIS.	Ar			2315	0105
2150	2305			Ar	GENEVA	Lv			2155	2345
2250	0005			Lv	GENEVA	Ar			2055	2245
			2230	Ar	ZURICH	Lv	1950			2150
			2330	Lv	ZURICH	Ar	1850			2050
				Ar	MADRID	Lv				
				Lv	MADRID	Ar				
			0030	Ar	MILAN.	Lv	1745		1945	1945
			0130	Lv	MILAN.	Ar	1610		1810	1810
0045	0200		0305	Ar	ROME	Lv	1430		1630	1630

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

WHEELER AIRLINES

101 P ②⑤	C-46 DC-3 Read Down	Read Up	102 P ②⑤
0915	Lv VAL D'OR	Ar	1630
1225	Ar GREAT WHALE	Lv	1320

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46 Read Down	Read Up	④	①	②⑤	①	④
1500		1000			Lv ARICA	Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA	Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA	Ar	0930		1130		
2125		1325			Ar SANTIAGO	Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO	Ar		1750		1730	1700
	1100		↓	1200	Ar BARILOCHE	Lv		1450		↑	1400
	1145				Lv BARILOCHE	Ar		1405			
	1750				Ar PUNTA ARENAS	Lv		0900			
			1130		Ar J. FERNANDEZ	Lv				1400	

UNITED AIR LINES (UA)

59* #Ex ①⑦⑨	69≠ ⑦Ex ⑧	63≠ #Ex ⑥⑦⑧	75 #Ex ⑥⑦⑧	67≠ #Ex ⑥⑦⑧	71 #Ex ⑥⑦⑧	73 #Ex ⑥⑦⑧	65≠ #Ex ⑥⑦⑧	61≠ #Ex ⑥⑦⑧	53* #Ex ⑦	≠ DC-6A DC7A	* DC-6T + DC-6B	66+ #Ex ①⑦⑨	70 #Ex⑧ ②⑥⑦	70 ⑦Ex ⑧	72 #Ex ⑥⑦⑧	74 #Ex ⑥⑦⑧	60 ⑤ Ex⑧	62≠ #Ex ⑥⑦⑧	64≠ #Ex ⑥⑦⑧	68≠ #Ex ⑥⑦⑧	56* #Ex ⑥⑦⑧
				2125				1210		Lv BOSTON	Ar	1220								0842	
	0745			2208						Ar HARTFORD/	Lv									0805	
	0930			2320						Lv SPRINGFIELD	Ar									0705	
	0700									Ar NEW YORK (IDL)	Lv									0620	
	↓		0200		2330					Lv NEW YORK (IDL)	Ar				1055	1610	1520			0455	
										Ar NEW YORK (LGA)	Lv		1050								
										Lv NEW YORK (LGA)	Ar		0935								
0130		2215				2300				Lv NEWARK	Lv	1115	1010	1725				1702			0310
		2300					2110			Ar PHILADELPHIA	Lv			1650				1625		0415	
		0010					2310	1450		Lv PHILADELPHIA	Ar			1600				1588	1442	0307	
0340				0140			0010	1520		Ar CLEVELAND	Lv	0730		1430		1424				0135	
				0300						Lv CLEVELAND	Ar	0612		1344		1310				0027	
		0235								Ar DETROIT	Lv							1340			
		0355								Lv DETROIT	Ar							1245			
1215		0410	0410	0340	0140	0100	0050	1600		Ar CHICAGO (MDW)	Lv	0345	0600	1115	0720	1045	1130	1035	1110	2200	2330
1530		0610	0550	0510	0250	0220				Lv CHICAGO (MDW)	Ar		0424	0930	0610	0845	1002	0837	0937		
1830		0910		0810						Ar DENVER	Lv						0545	0420	0520		
1930		1010		0910						Lv DENVER	Ar						0455	0320	0420		
				1115						Ar SALT LAKE CITY	Lv							0135			
				1200						Lv SALT LAKE CITY	Ar							0050			
2220			1015			0645				Ar LOS ANGELES	Lv				2230	0105	0030				
2330										Lv LOS ANGELES	Ar						2300				
0112				1343	0750				0600	Ar SAN FRANCISCO	Lv		2025	0130			2115	2120			
									0620	Lv SAN FRANCISCO	Ar										
										Ar OAKLAND	Lv										
		1345								Ar PORTLAND	Lv								2330		
		1435								Lv PORTLAND	Ar								2240		
		1521								Ar SEATTLE/TACOMA	Lv								2145		

⑧-Holidays
⑨-Days after holidays

1/ Flt 68 terminates IDL on Saturday mornings.

VARIG (RG)

966 ⑤	667 Ex ①	C-46 Read Down	Read Up	666	967 ⑥
0612	0300	Lv RIO DE JANEIRO	Ar	0330	1540
	0430	Ar SAO PAULO	Lv	0200	↑
	0500	Lv SAO PAULO	Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho	Lv	2230	
		-- VITORIA			F
↓		-- BELMONTE			F
1115		Ar SALVADOR, Ipatanga	Lv		1040
1145		Lv SALVADOR, Ipatanga	Ar		1010
F		-- ARACAJU, Municipal	--		F
F		-- PROPRIA	--		F
F		-- PENEDO	--		F
F		-- MACEIO, Tab. do Pinto	--		F
1520		Ar RECIFE, Iba. Guar	Lv		0635
1540		Lv RECIFE, Iba. Guar	Ar		0615
F		-- JOAO PESSOA, Santa Rita	--		F
1655		Ar NATAL, Parnamirim	Lv		0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

U.A.T. AEROMARITIME (UT-AMA)

DC-4* ⑥	UT-755 DC-6 ④	AMA-97 Nord ①	AMA-93 Nord ③	AMA-99 Nord ①	DC-4 NORD 2.502 DC-6 Read Down	Read Up	AMA-98 Nord ②	UT-756 DC-6 ⑥	AMA-90 Nord ⑤	DC-4 ⑦
					Lv PARIS LE BOURGET	Ar		1000		① 0040
1610	1620				Ar NICE	Lv		0755		↑
↓	1825				Lv NICE	Ar		0655		1650
0005	1910				Ar TRIPOLI	Lv		↑		1750
0105	⑤				Lv TRIPOLI	Ar				
0730	0320				Ar FORT-LAMY	Lv		2225		
	0430		0600	0600	Lv FORT-LAMY	Ar		2110	1800	0930
	↓		↓	↓	-- MOUNDOU	Lv		↑	1635	
					-- MOUNDOU	Ar			1555	
		0615	0800	0800	Ar N'GAOUNDERE	--			↑	
		↓	0850	0850	Lv N'GAOUNDERE	--			1355	
					-- BANGUI	Lv				
					-- BANGUI	Ar	1730			
	0710	0805		↓	Ar DOUALA	Lv	↑	1830		
		0855			Lv DOUALA	--				
		1020		1150	Ar LIBREVILLE	--				
		1100		1315	Lv LIBREVILLE	--				
		1140	1220	↓	Ar PORT-GENTIL	--				
					-- BRAZZAVILLE	Lv	1355			
				1530	Ar POINTE-NOIRE	--				

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

X-Daily
①-Monday
②-Tuesday
③-Wednesday
④-Thursday
⑤-Friday
⑥-Saturday
⑦-Sunday
Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
ℇ -Service Temporarily Suspended

CARRIER	MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.																								ALL-CARGO				
	Boeing 707-720	Britannia	CARAVELLE	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	CL-44	Vertol 44	Vickers Viscount	Vickers Vanguard	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749H
AA.....	150	--	--	150	--	--	--	150	--	75	200	--	--	--	--	45	--	--	--	--	--	--	--	--	200	--	--	200	--
AL.....	--	--	--	100	--	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--
ALITALIA	--	--	61	150	--	40	--	75	--	75	--	75	120	--	--	--	--	--	--	--	150	--	--	--	--	--	--	200	--
AF.....	150	--	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	150	--	--	100	--	--	--	100	--	--	--	75	--	--	--	45	--	--	--	--	150	--	185	--	--	200	--	--	--
BOAC....	150	75	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100
CBA	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CO.....	150	--	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	--	75	--	65	--	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU.....	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	--	185	--	--	--	--	--	--
DL.....	--	--	--	150	100	85	--	150	--	--	75	--	120	--	70	--	--	100	--	--	--	--	--	185	--	--	--	--	--
EA.....	--	--	--	65	--	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	--	200	--	--
ELAL....	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
FL.....	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--	--
JAL.....	--	--	--	--	--	--	--	--	--	200	--	75	120	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	200	--
KLM.....	--	--	--	154	--	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	--	205	205	102	300	--	--
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	150	--	--	--	150	--	100	200	--	120	--	--	45	70	--	--	--	--	--	--	--	--	--	--	300	--	--
NE.....	--	--	--	--	100	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--
NO.....	--	--	--	150	--	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	150	--	--	--	--	--	--	--	--	75	--	75	120	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	200	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
OZ.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--
PAA/PG..	150	--	--	--	--	--	--	--	--	75	75	75	120	--	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--	--
PI.....	--	--	--	--	--	80	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA....	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	--	300	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	185	185	--	--	--	200	--
SAB.....	150	--	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--	--
SAS.....	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	550	--	200	--	--	300	--	--
SO.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR.....	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	--	--	100	--	--	--	--	--	--	120	--	--	--	70	--	--	--	150	150	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	150	--	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	--	--	--	--	--	--	--	--	--	--	300	--	--
UA.....	150	--	123	150	--	100	--	150	--	150	150	--	120	--	--	--	--	--	--	--	150	--	--	--	--	200	--	--	200	--
WA.....	150	--	--	75	--	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	120	--	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																					ALL-CARGO							
	Boeing 707-720	Britannia	CARAVELLE	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	CL-44	Vertol 44	Vickers Viscount	Vickers Vanguard	Curtiss C-46	Curtiss C-46B-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749H
AA.....	U.S. and Canadian City Directory																												
AL.....	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--
ALITALIA	--	--	--	--	--	--	--	600	--	600	--	600	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--
AF.....	600	--	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	500	--	--	500	--	--	--	200	--	--	--	200	--	--	--	200	--	--	--	--	200	--	2000	--	--	6000	--	--	--
BOAC....	600	600	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2000
CBA	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CO.....	500	--	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	U.S. and Canadian City Directory																												
CU.....	--	600	--	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	--	5000	--	--	--	--	--	--
DL.....	U.S. and Canadian City Directory																												
EA.....	--	--	--	200	--	--	--	--	--	--	200	--	200	--	200	200	200	200	--	--	--	--	--	--	--	--	--	6000	--	--
ELAL....	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	--	500	--	--
FL.....	U.S. and Canadian City Directory																												
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	10000	--	--
HAL.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	600	--	600	600	--	--	--	--	--	--	--	--	--	--	--	--	600	--	--	13000	--
KLM.....	U.S. and Canadian City Directory																												
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	400	--	--	--	400	--	200	200	--	200	--	--	200	200	--	--	--	--	--	--	--	--	--	--	6000	--	--
NE.....	--	--	--	--	200	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
NO.....	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	300	--	--	--	--	--	--	--	--	200	--	200	300	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	2000	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
OZ.....	U.S. and Canadian City Directory																												
PC.....	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--
PAA/PG..	1100	--	--	--	--	--	550	--	--	550	550	550	1100	--	--	--	--	--	--	--	--	--	--	5500	5500	--	--	5500	--
PI.....	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA.....	600	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	--	--	--	500
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--	--
SAB.....	600	--	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--	6000	--	--	6000	15,000	--
SO.....	U.S. and Canadian City Directory																												
SR.....	--	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	--
TACA....	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	--	--	200	--	--	--	--	--	--	500	--	--	--	200	--	--	--	200	500	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--	--	--
TT.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	400	--	--	--	400	--	--	--	--	--	--	--	--	--	250	--	250	--	--	--	--	--	--	--	--	--	--	4000	--	--
UA.....	400	--	200	400	--	200	--	400	--	200	200	--	200	--	--	--	--	--	--	--	200	--	--	--	--	6000	--	--	6000	--
WA.....	200	--	--	200	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SCHEDULED AIRLINES DECODING

Official Carrier Abbreviation	Reservations Code	Decoding
AA	AA	Amerisan Airlines, Inc.
ACA	AK	Alaska Coastal Airlines
AD	AD	Aden Airways Limited
AERONAVES	AM	Aeronaves de Mexico, S. A.
AF	AF	Air France
AFL	SU	Aeroflot
AII	AI	Air-India International
AIRCEY	AE	Air Ceylon Limited
AIRMAD	MD	Air Madagascar
AJ	AJ	Air Jordan of the Holy Land
AL	AL	Allegheny Airlines, Inc.
ALG	AH	Air Algerie
ALOHA	TS	Aloha Airlines, Inc.
ALT	EI	Aer Lingus Teoranta
A/ANA	AN	Ansett A. N. A.
APA	HP	Aerovias Panama
APSA	EP	Aerolineas Peruanas S.A.
AREA	EQ	Aerovias Ecuatorianas C. A.
ARIANA	FG	Ariana Afghan Airlines
ARG	AR	Aerolineas Argentinas
ASA	AS	Alaska Airlines, Inc.
ATSA	TZ	Aero Transportes, S. A.
AUA	OS	Austrian Airlines
AUS	ON	Austin Airways Limited
AVENSA	VE	Aerovias Venezolanas, S. A.
AVIACO	AO	Aviacion y Comercio, S. A.
AVIATECA	GU	Empresa Guatemalteca de Aviacion (Aviateca).
AVN	AC	Aerovias Nacionales de Colombia. S. A.
AW	AW	Avalon Air Transport, Inc.
AX	AX	AAXICO Airlines, Inc.
AZ	AZ	Alitalia-Linee Aeree Italiane
BAHAMAS	BH	Bahamas Airways, Ltd.
BAL	BS	Borneo Airways Limited
BAT		Butler Air Transport Pty., Ltd./Airlines of New South Wales
BEA	BE	British European Airways Corp.
BGAL	BO	British Guiana Airways, Ltd.
BHA	BC	British Honduras Airways-Ltd
BKS	BK	BKS Air Transport, Ltd.
BL	BL	Bonanza Air Lines, Inc.
BN	BN	Braniff International Airways, Inc.
BOAC	BA	British Overseas Airways Corp
BR	BR	British United Airways, Ltd.
BRITAVIA	BT	Britavia, Limited
BWIA	BA	British West Indian Airways, Ltd.
CA	CA	Capital Airlines, Inc.
CAA	CE	Central African Airways Corp.
CAL	CY	Cyprus Airways, Ltd.
CAS	CS	Cambrian Airways, Ltd.
CAT	CT	Civil Air Transport
CATHAY	CX	Cathay Pacific Airways, Ltd
CAUSA	CG	Compania Aeronautica Uruguaya, S. A.
CBA	CB	Caribbean Atlantic Airlines, Inc.
CDA	DO	Compania Dominicana de Aviacion, S. A.
CH	CH	Chicago Helicopter Airways, Inc.
CIA		Caribbean International Airways, Ltd.
CMA	MX	Compania Mexicana de Aviacion, S. A.
CN	CN	Central Airlines, Inc.
CO	CO	Continental Air Lines, Inc.
COA	CD	Cordova Airlines, Inc.
COMAIR	CR	Commercial Air Services Pty., Ltd.
CONN	NN	Connellan Airways, Ltd.
COPA	CM	Compania Panamena de Aviacion, S. A.
CPA	CP	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	Servicos Aereos Cruzeiro do Sul S. A.
CSA	OK	Ceskoslovenske Aerolinie
CUBANA	CU	Compania Cubana de Aviacion, S. A.
DAN	DA	Dan-Air Services Limited
DERBY	DR	Derby Aviation, Ltd
DETA	TM	Direccao de Exploracao dos Transportes Aereos "DETA"
DL	DL	Delta Air Lines Inc.
DTA	DT	Direccao de Exploracao dos Transportes Aereos
EA	EA	Eastern Air Lines, Inc.
EBDA	EB	Cunard Eagle Airways (Bermuda) Ltd.
EC	EC	East African Airways Corp.
EL AL	LY	El Al Israel Airlines, Ltd.
ENAS	EN	Eagle Airways (Bahamas) Ltd.
ES	ES	Ellis Air Lines
ETHIOPIAN	ET	Ethiopian Air Lines
EWA	EW	East-West Airlines, Ltd.
FAUCETT	CF	Compania de Aviacion "FAUCETT," S. A.
FINNAIR	AY	Aero O/Y (Finnair)
FJ	FJ	Fiji Airways, Limited
FL	FL	Frontier Airlines, Inc.
FLUG	FI	Flugfelag Islands, H. F. (Iceland Airways, Ltd.)
FT	FT	Flying Tiger Lines, Inc.
GAL		Guinea Airways, Ltd./Airlines of South Australia
GAM	AG	Guest Aerovias Mexico, S. A.
GF	GF	Gulf Aviation Company, Ltd.
GCS	GS	GCS Air Service
GHANA	GH	Ghana Airways
GIA	GA	P. T. Garuda Indonesian Airways
GIBAIR	GT	Gibraltar Airways, Ltd.
HAL	HA	Hawaiian Airlines, Ltd.
IA	IA	Iraqi Airways
IAC	IC	Indian Airlines Corporation
IAL	LL	Icelandic Airlines, Inc. (Loftleidir)
IB	IB	Iberia, Lineas Aereas de Espana, S.A.
IIA	IN	Aerlinte Eireann
INT	IT	Air Inter-Lignes Aeriennes Interieures
IRA	IR	Iranian Airways
JAL	JL	Japan Air Lines Company, Ltd.
JAT	JU	Jugoslovenski Aerotransport (JAT)
JSY	JY	Jersey Airlines
KARAIR	KR	Kar-Air oy Karhumaki Airways
KLM	KL	K. L. M. Royal Dutch Airlines
KNA	KN	Korean National Airlines
KU	KU	Kuwait Airways
LAB	LB	Lloyd Aereo Boliviano
LACSA	LR	Lineas Aereas Costarricenses, S. A.
LADE	LD	Lineas Aereas del Estado
LAN	LA	Lineas Aereas Nacional
LA NICA	NI	Lineas Aereas de Nicaragua, S. A.
LAP	LP	Loide Aereo Nacional, S. A.
LAV	LV	Lineas Aeropostal Venezolana
LC	LC	Lake Central Airlines
LH	LH	Deutsche Lufthansa Aktiengesellschaft
LIA	LE	Lebanese International Airways
LIN	LF	Linjeflyg AB
LLC	CC	Lloyd Aereo Colombiano
LN	LN	Air Liban
LOT	LO	Polish State Airlines LOT
LX	LX	Los Angeles Airways, Inc.
MAL	ML	Malayan Airways, Ltd.
MALEV	MA	Hungarian Air Transport—MALEV
MAR	MR	Maritime Central Airways
MEA	ME	Middle East Airlines Co.
MAS	MT	Morton Air Services, Ltd.
MK	MK	Mackey Airlines, Inc.
MMA	MM	MacRobertson-Miller Airlines, Ltd.
MO	MO	Mohawk Airlines, Inc.
MS	MS	United Arab Airlines, U. A. A.
MUNZ	MZ	Munz Airways
NA	NA	National Airlines, Inc.
NC	NC	Northern Consolidated Airlines, Inc
NDR	ND	Nordair Ltd.
NE	NE	Northeast Airlines, Inc
NO	NO	North Central Airlines, Inc.
NP		Naples Airlines
NW	NW	Northwest Airlines, Inc.
NY	NY	New York Airways, Inc.
NZ	NZ	New Zealand National Airways Corp.
OA	OA	Olympic Airways, S. A.
OAS	OL	Oiley Air Service, Ltd.
OZ	OZ	Ozark Air Lines, Inc.
PAA	PA	Pan American World Airways System
PAB	PB	Panair do Brasil, S. A.
PAL	PR	Philippine Air Lines
PC	PC	Pacific Air Lines, Inc.
PG	PG	Pan American-Grace Airways Inc.
PI	PI	Piedmont Aviation, Inc.
PIA	PK	Pakistan International Airlines
PLUNA	PU	Primeras Lineas Uruguayas de Navigacion Aerea
PN	PN	Pacific Northern Airlines, Inc.
PT	PT	Provincetown-Boston Airline, Inc.
PWA	PW	Pacific Western Airlines, Ltd.
QAPL	QE	Queensland Airlines Pty., Ltd.
QBA	QB	Quebecair, Inc.
QEA	QF	Qantas Empire Airways, Ltd.
QUSA	QA	Aerovias "Q" S. A.
RAC	RC	Royal Air Cambodge
RAL	RA	Resort Airlines, Inc.
RAM		Compagnie Nationale de Transports Aeriens—Royal Air Maroc
RANSA	RN	Rutas Aereas Nacionales, S. A.
RAS	RS	Rutas Aereas de Colombia, Ltda.
REAL	RL	Real Aerovias Nacional
RD	RD	Riddle Airlines, Inc.
RV	RV	Reeve Aleutian Airways, Inc.
SA	SA	South African Airways
SAB	SN	Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
SAFE	BU	Braathens South-American & Far East Airtransport
SAHSA	SH	Servicio Aereo de Honduras, S. A.
SAM		Societa Aerea Mediterranea
SAS	SK	Scandinavian Airlines System
SATA	SP	Sociedade Acoriana de Transportes Aereos, Ltda.
SBW	SB	Seaboard & Western Airlines, Inc.
SCA		Skyways Coach Air Limited
SCAL	VF	Silver City Airways, Ltd.
SDI	SV	Saudi Arabian Airlines
	SL	Scottish Airlines
SKY	SY	Skyways Limited (U. K.)
SO	SO	Southern Airways, Inc.
SPAL	SF	South Pacific Air Lines
SR	SR	Swiss Air Transport Co., Ltd.
SUDAN	SD	Sudan Airways
SW	SW	Suidwes Lugdiens (EDMS) BPK.
TAA	TN	Trans-Australia Airlines
TABSO	LZ	Transport Aerien Civil Bulgare-TABSO
TAC	TH	Thai Airways Co., Ltd.
TACA	TA	TACA International Airlines, S. A.
TAI	TI	Compagnie de Transports Aeriens Intercontinentaux
TAIP	IP	Transportes Aereos Da India Portuguesa
TAL	HT	Transair Limited (Canada)
TALOA	TL	Transocean Airlines
TAN	TX	Transportes Aereos Nacionales, S. A.
TAP	TP	Transportes Aereos Portugueses, S. A. R. L.
TAROM	RO	TAROM Transporturile Aeriene Romine
TCA	TC	Trans-Canada Air Lines
TEAL	TE	Tasman Empire Airways Limited
THAI	TG	Thai Airways International, Ltd.
THY	TK	Turk Hava Yollari
TMA	MV	Trans-Mediterranean Airways
TQ	TQ	Tradair Limited
TRA	HV	Transatlantica Argentina
TRC	TR	Transportation Corporation of America
TS	TS	Aloha Airlines, Inc.
TSA	TO	Transcontinental, S. A.
TT	TT	Trans-Texas Airways
TU	TU	Societe Tunisienne de l'Air (Tunis Air)
TW	TW	Trans World Airlines, Inc.
UA	UA	United Air Lines, Inc.
UAT	UT	Union Aeromaritime de Transport
UBA	UB	Union of Burma Airways
VARIG	RG	Empresa de Viacao Aerea Rio Grandense
VASP	VP	Viacao Aerea Sao Paulo, S. A.
VNA	VN	Air Vietnam
WAAC	WT	WAAC (Nigeria) Limited
WA	WA	Western Air Lines, Inc.
WC	WC	West Coast Airlines, Inc.
WEN	WE	Wien Alaska Airlines
VV	YY	Ansett Flying Boat Services Pty., Ltd.

In flight, the Argosy 100 with Riddle and Logair markings.

Logair Likes The Argosy

British-built turboprop air freighter brings a new tool to an air freight system which must stay at peak efficiency

THE Armstrong Whitworth Argosy, first of the new generation aircraft with truck-bed height and straight-in loading, is earning its keep in the United States. The plane is flying cargo for the military over Logair routes operated by Riddle Airlines. In Europe, British European Airways is flying the Argosy in commercial operations, but it will probably be some time before the Argosy enters a full commercial service in the U.S.

As cargo airplanes go, the Argosy is small and has a relatively short range. This fits much of the requirements of Logair. The ease of loading and unloading and the size of the cargo envelope are assets to the Logair system.

Logair is a scheduled cargo service operated for the Air Force Logistics Command by commercial carriers under contract. For the fiscal year 1962 (ending June 30, 1962), the five contract carriers flying the Logair routes will serve 89 military activities and fly nearly 80,000 scheduled miles daily.

The total activity can produce 15,000,000 ton miles of airlift capability per month. Riddle's Argosies make three flights daily over a 12,300-mile route. Stage lengths on the Argosy routes range from 100 to 1000 miles. During the first three months of fiscal '62, the seven Argosies operated by Riddle had hauled over 11,000,000 ton miles. Average utilization of the planes was 9 hours and 13 minutes per aircraft per day.

The Logair operation was set up in 1954 to expedite delivery of critical and high-value items to reduce inventories and pipeline times. It has done this for the Air Force. Using aircraft engines as only one example, the Logair service saves the government millions of dollars. With guaranteed air service between maintenance bases and operational military aircraft, spare engine requirements are drastically reduced and fewer engines need be purchased. The jet engines used in the present day fighters and bombers range upward from $250,000 apiece. It only takes a reduction of four engines to save the military $1 million.

In addition to the cost benefits, the Logair system also provides a dependable "in being" service to keep tactical units combat ready.

The Argosy was placed into this

At a demonstration of the new Oklahoma City Logair air freight terminal, air freight was brought to the building on a conveyorized truck with a pusher. The mechanical pusher moves the cargo out of the truck onto a conveyor which carries cargo across a scale. From truck to terminal conveyor—45 seconds. At the scale position, shipments are weighed and marked.

Col. B. L. Baker, USAF Logistics Command, E. E. Swartswelter, Jr., Allyn & Co., and Maj. K. D. MacFarland, Office of the Secretary of the Air Force (left to right), watch freight move from the scale to the sorting points. Cargo has been marked for route and flight. Odd shaped piece (drum) has been placed in a tray for the conveyor operation.

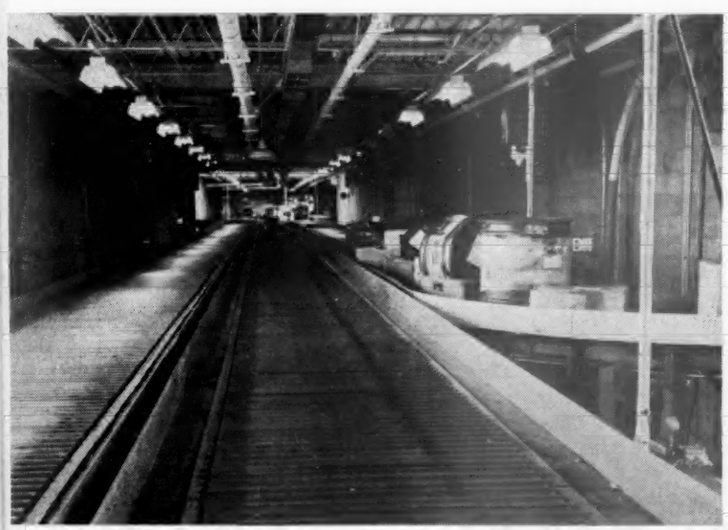
experienced, well developed system. Colonel Jack N. Stovall, Director of Transportation for the Air Force Logistics Command, termed the addition of the British turboprop to the Logair operation a big step forward.

This airplane which loads from either the front or rear with simple loading systems will help revolutionize Logair's ground handling practices, Stovall believes. At Tinker Air Force Base, Logair's center, the revolution is well underway. The air freight terminal there is pretty well mechanized now, and improvements are still being made. Electronically controlled push-offs route cargo from the primary conveyor line to holding or assembly tracks. A visual communications monitoring system—two consols and 10 cameras with remote controlled turret lenses—provides television coverage of the entire conveyorized area.

Conveyors extend out to waiting aircraft, and OCAMA (Oklahoma City Air Materiel Area) has developed foul weather covers to protect cargo on its trip between the terminal and waiting aircraft.

The Argosy is loaded with a pallet system from a flat-bed truck. In less than 15 minutes, a full 28,000 pounds, 10 pallets, can be put aboard. In the operation at OCAMA, a bridge is used between the truck and the airplane.

In the operation, the cargo is on pallets which are on a roller equipped flat-bed truck. Pallets are moved from the truck to the bridge which has a lateral movement control. The bridge is used to exactly line up the pallets so



From the holding lines, cargo moves through this finger dock to waiting aircraft. The dock is 360 feet long and has a double deck system with five conveyor lines on each deck. The upper deck brings cargo from the planes into the terminal. The lower deck takes cargo to the plane.

Telescopic loading ramps connect the finger ramp to the plane. The loading ramp is retracted while planes are spotted in position. Pilots are able to position their planes without the help of tugs. Extended the ramps reach out 84 feet. Retracted, 64 feet. The canopy protects cargo during foul weather.

LEFT: *This control panel, operated with push-buttons, channels cargo to a particular holding line. As the packages move past the console operator, he reads flight numbers put on by the scale position. The buttons activate push-offs, which respond at a signal from an electric eye. As the boxes cross the beam of an electric eye, an electronic device measures the distance to the proper push-off. When the box has traveled just far enough, the push-off goes to work and sends the box onto the proper flight line.* **RIGHT:** *Twenty-nine conveyors, each 70 feet long, provide space for positioning cargo according to flights. If a holding line is filled, the push-offs automatically move cargo onto the adjoining holding line.*

that they slide smoothly into the side-guidance-restraint rails on either side of the plane.

Rollers on the deck of the airplane are the same as used by Armstrong Whitworth in its Rollamat system. However, at OCAMA, loading systems are modified to meet 463-L specifications.

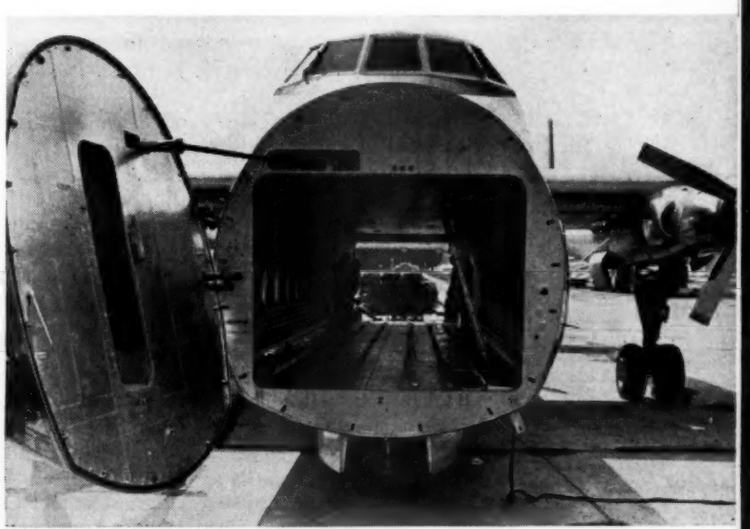
Armstrong Whitworth built 10 of the series 100 Argosies. Riddle bought seven. British European Airways bought three. The British military liked the airplane, and bought 56.

Now, Armstrong Whitworth (which has changed its name to Whitworth Gloster), has started on the series 200 Argosies. The 200 series is basically the same plane but with a number of improvements resulting from production and operating experience.

The new model will have a payload increase of 3,000 pounds—to 31,000 pounds. The plane will fly its maximum payload of 31,000 pounds, 400 statute miles with full fuel reserves. By reducing the payload to 25,000 pounds, the 200 series can operate over a leg of 800 miles, with reserves.

With the increased payload capability, Whitworth Gloster estimates direct operating costs of the 200 series aircraft will be reduced about 8% from the DOC of 100 series Argosies.

Roy E. LeLong, general sales manager of the British Aircraft manufacturer, estimated that the new version would retail for just under $2 million apiece. He noted, however, that the price was not firmly fixed and would be influenced by the number of aircraft built. ■



With the Argosy, cargo is palletized and placed aboard a roller equipped, flat bed truck (which can be covered). At OCAMA, an Argosy can be loaded and unloaded almost simultaneously. Cargo from the plane is pushed onto the truck at the rear, while at the front a truck is ready to discharge a full load into the plane.

Ready for cargo, both doors open, the Argosy presents an unobstructed envelope. In the foreground, a ladder to the flight deck. On the floor, rollers and side guidance and restraint rails.

By DONALD J. FREDERICK

Despite momentary setbacks, the CL-44 is still expected to have a tremendous effect on the air cargo industry in the U.S. and Europe

The Stage Is Set For The CL-44 . . .

At some stations, both FTL and SBW will use the $45,000 Allen loader, a powered hoist with tilting ability and lateral controls, to funnel loaded pallets into the aircraft.

FULL IMPACT of the CL-44 swingtail freighter will not be felt until next year. Introduced in 1961 by two cargo airlines, The Flying Tiger Line and Seaboard World Airlines, the freighter has been largely employed in hauling military traffic. The aircraft's range of 3140 statute miles carrying a payload of over 60,000 pounds makes it admirably suited for flying military freight.

But both Seaboard and Tigers have definite plans for a maximum commercial effort with the CL-44.

Seaboard, which has ordered five CL-44s, is already running a token commercial transatlantic schedule with the freighter. One weekly trip is being flown between New York and Frankfurt via London and Shannon. This month the airline expects to up this frequency to six flights a week.

The black, white, and gold markings of SBW's CL-44 will become even more familiar during 1962. The airline figures that by early February, a full pattern of 12 to 14 transatlantic flights a week will be winging their way over the SBW network.

Like Seaboard, The Flying Tiger Line had expected to begin token commercial service with the CL-44 this year. Tigers is heavily committed to the swingtail freighter with firm orders for 10 of the aircraft. The airline has taken delivery of five.

However, before taking delivery of its sixth CL-44, FTL management decided to let Canadair, the plane's manufacturer, go ahead with certain "new-plane" modifications. And since FTL management had also decided to wait until six aircraft were available before establishing regular domestic air freight service, inauguration of flights on a scheduled basis has been postponed. Best guess is that the CL-44 will not be flown regularly in coast-to-coast service until early 1962.

Cities most likely to receive FTL's initial CL-44 service are San Francisco, Los Angeles, Chicago, New York, Detroit, and Seattle.

Slick Airways is the third carrier with a firm CL-44 order. The airline is committed to two.

Slick, along with Tigers, has held up on delivery of its aircraft until all modifications are finished. A spokesman for the carrier feels that the first aircraft will not be placed in service until at least February 1, the second in March.

Slick's common carriage plans depend to a great degree on the Civil Aeronautics Board. Pending before the Board is a Slick proposal to resume transcontinental cargo operations. The question will be settled once and for all when CAB issues its long awaited decision in the Domestic Cargo Case.

Meanwhile, Slick must look to the military as a source of traffic. Definitely planned are three roundtrips a month from the West Coast to Clark Field, Manila. Slick's management contends that the carrier could meet this MATS cargo requirement by just operating the CL-44 on week-ends.

The central question facing all three carriers boils down to capacity. How are the operators going to fill these 60,000 pound capacity freighters?

The way things stand Slick must look for more military business.

Tigers is counting on an aggressive sales drive tied to a new tariff to boost common carriage traffic.

This classification type tariff should make it easy for surface freight forwarders to do business with the Tigers. The rates will not be prohibitive for smaller rush shipments, and the classification type tariff is right up the surface consolidator's alley.

Individual shippers, too, have expressed plenty of interest in the new tariff. FTL has already distributed 13,000 copies of the tariff and requests are still pouring in. This response gladdens the hearts of FTL officials who feel that the CL-44 and the new rates are interrelated enough as to be synonomous.

Seaboard World Airlines also must work to attract the volume traffic needed to fill the CL-44s but in a rate framework established by the International Air Transport Association. John H. Mahoney, SBW's senior vice president sales, predicts that the CL-44, combined with the new North Atlantic rates will stimulate new volume shippers, with forwarders and agents playing a more important traffic generating role.

As Mahoney sees it, the CL-44 will require a whole new sales approach. The approach will employ the more knowledgeable and higher level salesman. Mahoney is convinced that his sales force must be trained to speak authoritatively to the most sophisticated volume shipper.

SBW has other schemes up its corporate sleeve. Two have been submitted to CAB and were awaiting Board approval at presstime.

One plan involves Lufthansa German Airlines. Under terms of an agreement ratified by both airlines, Lufthansa would reserve 20,000 pounds of space on each of 12 CL-44 flights a week. These would be scheduled flights operated by SBW between New York and Frankfurt. Price to Lufthansa would be $4300 per flight, with provision being made for the carriage of cargo in excess of 20,000 lbs. on any flight at an additional price of 21.5¢ per lb. The agreement is slated to become effective December 1, subject to CAB approval, and would continue in effect until December 31, 1962.

In a separate approach, SBW has asked the Board to expedite consideration of a proposal to provide low-cost transatlantic passenger service as "top-off traffic" on the CL-44. Passengers would only be carried on a standby basis after cargo requirements on the CL-44 had been met.

Finding the necessary traffic to fill the CL-44 is not the only problem worrying executives at Tigers, Seaboard, and Slick. They must do everying in their power to get full utilization out of these freighters, which have cost their stockholders over $4 million a piece. Full utilization means slashing ground handling time to a minimum.

The Flying Tiger Line has the most elaborate plans along these lines. The company is planning to back up the CL-44 with four fully automated terminals strung across the country. They will be located at Chicago, San Francisco, Newark and Los Angeles. Cost will be over $1 million each.

The Chicago facility is scheduled to be operational in January and fully automated by May. Upon completion, FTL says the terminal will handle 140,000 pounds of freight in an hour, or six times as much as can be processed in the most advanced facilities now available. Automatic freight-handling equipment to be installed in the building will hike the Tiger tab another $400,000.

Tigers is counting on these terminals to chop freight handling cost by as much as 35%. The airline has not yet announced target dates for completion of the other terminals.

At smaller stations, Tigers will count on equipment like the Allen loader to accommodate palletized loads.

Using this system, SBW officials say the aircraft has been easily loaded in less than an hour. They contrast this result with the 2½ and 3 hours that it takes to load a 36,000 lb. capacity Constellation.

Shippers should have reason to rejoice. Management of both Tigers and SBW are predicting a drastic reduction in damage claims as a result of the new handling techniques connected with the CL-44.

The cavernous main cabin of the CL-44 presents shippers with an added boon. Bulky and outsize pieces should no longer be a dilemma. Thus, a single piece measuring, say 76 feet 10 inches long, 72 in. wide and 70 in. high,

SWA's ground handling answer at smaller points is the rear sill loader, which works in combination with a fork lift. Loader can be knocked down and carried in CL-44.

Seaboard will rely on ground handling equipment such as the Allen loader at major bases abroad and the rear sill loader at smaller points.

Crucial to this ground handling effort is the system of palletization which both Tigers and Seaboard have adopted. Long before the CL-44 reaches a terminal, freight is preloaded on lightweight but sturdy aluminum pallets, especially designed for the aircraft. These pallets can hold up to 8000 lbs. of freight. A CL-44 has room for 10 pallets.

Seaboard, which has already placed the pallets in commercial operation, gets the loaded units to the plane on a pallet base. The fully tied down pallet and base are hoisted by fork lift to a sill extension which hooks onto the rear of the aircraft. Both base and sill extension are equipped with rollers, so the pallet is simply pulled into the aircraft by winch. The load is guided by specially designed runners on the floor of the aircraft.

would present no problem to the CL-44. Regardless of the size or number of packages in a consignment, operators of the CL-44 can accommodate them all. To adopt a theme song out of the roaring 20's, "Anything Goes."

CL-44's Vital Statistics

Length-ft.	*136.9*
Wing Span-ft.	*142.3*
Maximum Take Off Weight-lb.	*210,000*
Maximum Landing Weight-lb.	*165,000*
Maximum Payload-lb.	*65,000*
Cargo Volume-cu. ft.	*7348*
Unobstructed Cargo Compartment Length-ft.	*98.1*
Range At Maximum Payload-st. mi.*	*3140*
Maximum Fuel-U.S. gal.	*12,180*
Payload At Maximum Fuel-lb.	*38,400*
Range At Maximum Fuel-st. mi.*	*5680*
Maximum Cruise Speed-mph	*402*

**Includes reserve fuel allowance of 10,000 lb.*

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CAB

Airlines Should Merge Boyd Tells Aviation Symposium

In an address of far reaching significance to the whole airline industry, the Chairman of the Civil Aeronautics Board, Alan S. Boyd, has come out in favor of airline mergers as a means to reduce excessive competition and strengthen the entire system. The alternative Boyd posed for the carriers was to "face Board action to develop detailed criteria for mergers and to determine what carriers should merge in the better interest of the industry and the nation."

Boyd's most important pronouncement to date was made at the Connecticut General Life Insurance aviation symposium. The CAB Chairman, who made it clear that he was expressing his own personal thoughts told the meeting that: "Mergers probably present the best solution to the problem which the airline companies express as basic, that is excessive competition. A reasonable degree of competition should remain. The mergers should result in better integrated route structures and sounder financial condition for the surviving carriers."

Boyd said that the "vested interest" of airline managements "has in the past militated against merger possibilities." But he warned that "time may be running out for some carriers to receive what they and their investors consider to be a fair price for merging into other companies. It is altogether possible that financial conditions in the industry may become worse before they become better . . . Time is of the essence here and there is little or none to waste."

Unless the carriers act soon, Boyd warned, the Board would come up with its own recommendations. "I am not speaking of studies in the abstract, I am speaking of recommendations concerning specific carriers." The Board cannot force mergers, he said, but it can "come up with a report that will disclose the situation in full . . . and recommend corrective action."

The CAB chairman made these other major points:

Competition—"I feel that the balance most nearly comes out with two carriers on a route between fairly large cities. In some quite exceptional cases, there may only be one and monopoly is justified. Beyond a certain high density of traffic, or for some other overriding reasons, there may occasionally be justification for three or possibly more carriers on a route."

Routes—"Consideration must be given to route suspensions or transfers" although suspension "is a far less desirable approach" than transfers and mergers. "No doubt some carriers could shed some routes and be the better off for it . . . We are on the track of a few cases of this kind but not many. Most carriers would be hurt to lose a trunk route, and our objective is not to hurt them. I strongly urge that the management of each airline examine its own route system, and particularly the peripheries of its present territory, to see whether or not the traffic flows along the edges of adjoining carriers' territories might not be a fruitful field for profitable route transfers."

Facilities pooling—"Despite protestations of some carriers, I have never understood why the airline companies cannot come to agreement on joint use of some facilities and equipment. Certain ticketing facilities, airfield equipment, maintenance bases and other properties should be jointly usable at great savings to the joint carrier users. I hope that the carriers will reexamine this matter and come up with some money saving proposals."

Earnings—During 1961, the trunk industry "will be fortunate to earn a niggardly profit" and even this "will depend in part on capital gains from the sale of equipment. This miserable record will be achieved after the carriers have produced more than 29 billion revenue passenger-miles. To obtain an industry profit, a few carriers will earn sufficient money to counteract losses of the others."

Boyd said the two basic criteria for approving any merger are public interest and competition. To serve public interest, he said, a merger "should provide for better service, more through service, to more people in more communities. Each carrier should map its traffic, both on-line and interline. The inter-line portion will show, at each connecting point, each of the various carriers with which the traffic connects. In this way, as of each survey period, each carrier will know the most likely markets for through service. By comparing these charts over several survey periods, they should see where the trends of traffic are pointing."

He said competition should not be measured in terms of numbers of carriers but by "the intensity and effectiveness of competition. The objective is to strike a balance between benefits and costs" of competition, he said.

An essential element of effective competition, Boyd said, is "that each carrier be sufficiently large for a technically efficient specialization of labor and capital, and be able to command sufficient financial resources to purchase and operate optimum-sized fleets of the highly expensive aircraft we have today.

"I will not try to say how many planes of a given type are necessary for low-cost operations. If it were, for example, ten jets of a single type at a cost of 5 or 6 million dollars each, plus associated spares and ground and maintenance facilities, it might well require 75 million dollars of capital. If, to service a diversified system adequately, a similar sized fleet of smaller modern aircraft were also needed for shorter haul services, the total capital requirements for a single company could easily exceed 100 million dollars. Also, over a period of time, conditions change and competition enforces modernization with newer and better equipment. The minimum level of investment would then need to be increased."

Boyd said he used the figures "only for illustrative purposes" but "if any carriers present merger plans for Board approval, I hope that they would go into this problem in considerably more detail, and show on an engineering as well as a financial basis, how the remaining carrier would measure up to a criterion of minimum efficient size."

Inside Story Presented On IATA Rate Negotiations

A full report of the difficulties which the International Air Transport Association had in reaching agreement on a transatlantic air freight rate structure and the Civil Aeronautics Board's role in these negotiations was presented at IATA's 17th General Meeting held in Sydney, Australia.

The report was given by H. B. Renwick, vice president sales and traffic of

Canadian Pacific Air Lines. Renwick was well equipped to give the presentation for it was he who chaired the IATA Montreal traffic conference meeting, held last May, which resulted in the current North Atlantic rates.

Recalling the unsuccessful Cannes and Paris meetings which led to Montreal, Renwick noted that the Paris meeting was largely unprofitable, because members had not had time to exchange views on a simplified commodity rate structure.

Forwarders Add To Problem

He noted that added to this problem were the increased activities of freight forwarders who, by virtue of a condition attached by the U.S. Civil Aeronautics Board to the Conference's Charter Resolution 045, were able to charter aircraft from carriers, including IATA members, consolidate loads, and compete with members at rates considerably lower than the IATA-agreed rates.

"This," Renwick said, "more than any other factor, made it impossible to reach agreement in Paris, because no formula which carriers might have been able to devise could nullify, reverse or effectively offset the troublesome consequences of the declared policy of that government authority.

"After nearly three weeks of discussions, therefore, and recognizing the inability to alleviate the effects of the Civil Aeronautics Board's policy by conference resolution, three carriers, feeling that it was essential that they be free to compete, even under the conditions of an open rate, gave notice under an appropriate resolution, which had the effect of voiding the existing cargo rate structure on 10th April, 1961.

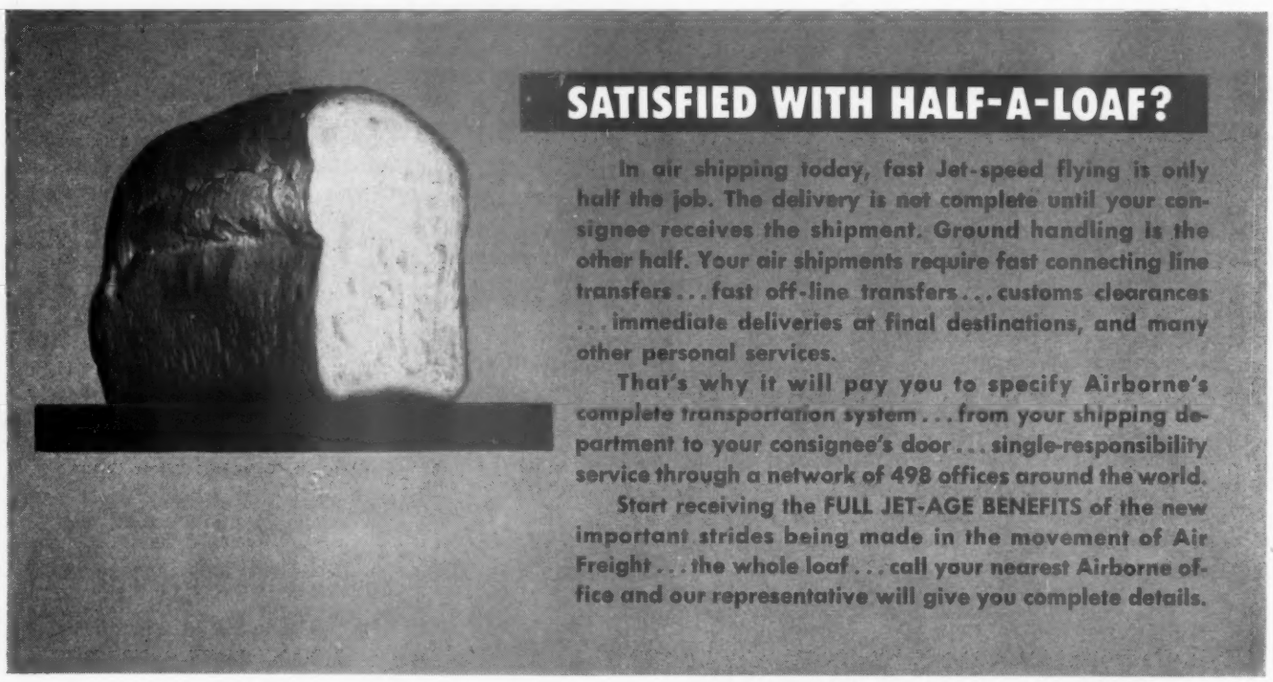
"Carriers left Paris with the reluctant conclusion that, under the circumstances, an open rate cargo situation was inevitable. I have said reluctant deliberately.

"Very shortly after the meeting, a member challenged the method under which this notice of rescission had been given and brought a complaint before a special breaches commission. The purpose in doing so was to defer, if possible, the expiry date of the previous rate agreement, at least until the end of June. Although the complaint was not successful and the Breaches Commission upheld the view that the cargo rates would become open on 10th April, 1961, the event of the commission gave the secretariat an opportunity for sounding out members as to the possibility of reaching agreement, even if it meant calling another conference meeting.

"This initial probe, which was encouraging enough to permit the director general to make a more direct approach to members, set the stage for convening a further meeting and the issue of a cabled mail vote, intended to revalidate the existing cargo rates until the end of June. All this took place a few days before 10th April, the date on which the rates were due to become open, and it was indeed touch-and-go whether this effort on the part of the director general to avert a cargo rate war would be successful. Initially, several members voted negatively or conditioned their votes because of the continued existence of the CAB's condition permitting freight forwarders to charter, especially in respect of the westbound direction.

Open Rate Anxiety

"Governments also, anxious to avert an open rate situation, were taking an active interest in the matter. It was at this stage that the problem created by freight forwarders' chartering activities was laid before the CAB, with a request that it reconsider its policy. The CAB acted promptly and issued a statement of tentative policy which, in the first place induced those objecting carriers to withdraw their negative votes on the mail vote, and, at the same time,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created a better atmosphere under which to achieve agreement.

"Apart from the fact that this Statement held out promise that, subject to certain conditions, the CAB would consider reversing its policy regarding the ability of the U.S. freight forwarders to charter, particularly in the westbound direction, the chairman of the CAB, for the first time in recent years, placed on record the Board's belief in IATA's processes as the most practical method of reaching agreement on international fares and rates.

The Air Is Cleared

"Following the success of this mail vote and the general clearing of the air as I have described above, the director general called a special joint meeting of traffic conferences 1 and 2, with an agenda limited to Atlantic cargo rate matters, in Montreal, 1st-15th May, 1961. As chairman of traffic conference 1, I was called upon to chair this joint meeting.

"There is no sense in pretending that this was an easy meeting, but, unlike the impossible task given to Mr. Aeppli who served as Chairman in Paris, the timing and the mood to reach agreement were right.

"Being reasonably assured of a better appreciation of our problems by governments, we were able to start the meeting with at least some idea of the limits within which an agreement was possible and, in essence, all that remained for the conferences to do was to find a workable compromise between those carriers which favoured continuation and expansion of the commodity rate system, and those advocating a rate structure based on volume discounts. Also, it was clear at the very outset of the meeting that many more carriers had in the meantime, since Paris, conducted further studies and come to accept the latter approach. This alone made my task easier.

"Although it lasted a little longer than originally intended, the meeting progressed in an orderly sequence. There were many delicate moments when the whole affair threatened to come apart. However, the determination to reach compromise and effectuate stability through avoidance of an open rate situation prevailed at every critical juncture.

Details Are Reached

"For those who are interested in the details of the agreement reached, the resolutions are available for study and I will not bore you with these fine points. In a broad outline, however, the Conferences agreed upon a rate structure incorporating the following scale of discounts and weightbreaks:

General Cargo Rates—New York/London

Eastbound

Under 45 kgs.	*—220¢ per kg.*
45-100 kgs.	*—152¢ per kg.*
100-250 kgs.	*—110¢ per kg.*
250-500 kgs.	*—90¢ per kg.*
500-1000 kgs.	*—80¢ per kg.*
1000-7500 kgs.	*—72¢ per kg.*
Over 7500 kgs.	*—68¢ per kg.*

Westbound

Under 45 kgs.	*—220¢ per kg.*
45-100 kgs.	*—152¢ per kg.*
100-250 kgs.	*—110¢ per kg.*
250-500 kgs.	*—90¢ per kg.*
500-1000 kgs.	*—80¢ per kg.*
Over 1000 kgs.	*—72¢ per kg.*

"In addition, the Conferences agreed to reduce the number of commodity rates considerably, and at the same time improve upon the descriptions of those commodity rates retained in the structure.

"A similar pattern of rates was introduced on the Mid and South Atlantic routes in addition to the North Atlantic, and the agreement came into effect on 1st September, 1961. In the meantime, the existing rates were revalidated until 31st August, 1961, so that stability continued without break."

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CAB Backs Examiner; Limits Liability Probe

Complaint of the California flower growers on certain tariff rules, limiting airline liability will not be blown into a full scale liability investigation. Backing Examiner Ralph L. Wiser's initial decision, the Civil Aeronautics Board ruled that the investigation launched by the Board was intended to cover only tariff rules covered in the complaint or in tariffs "of like wording and import."

CAB's action overturns a proposal of the Board's Bureau of Economic Regulation which advocated a wide open probe of air freight liability rules.

"To include," said CAB, "an inquiry into all elements of the rules set forth in the complaint would entail a vast expansion of the proceeding with attendant time and expense burdens on all concerned. No contention has been advanced which would justify such action."

However, the Board did decide not to limit the scope of the investigation only to include evidence of shipments named by the growers such as: cut flowers, plants, decorative greens, and cuttings. In issue will be the reasonableness and lawfulness "of certain tariff rules, applicable on their face to shipments of a great variety of commodities other than complainants' flowers."

In expanding the proceeding to this extent, the Board noted that it "was in the interests of developing an adequate record which would permit a realistic determination on the merits of the rules. The Board finds no reason why it should at this juncture narrow the possible bases for decision by limiting the case to evidence concerning shipments of one class of goods under the pertinent rules."

CAB BRIEFS

AAXICO Airlines has obtained an exemption to purchase a DC-6A aircraft from **Trans Caribbean Airways.** Cost of the aircraft was $775,000. In applying for the exemption, AAXICO said the aircraft was required to meet expanded Logair military cargo contract requirements.

Pan American Grace Airways has been authorized to suspend service at Arica, Chile, until September 1, 1963.

Bid by **National Airlines** for an exemption to serve Los Angeles and San Francisco on the same cargo flight has been turned down by the Board.

Authority of **Pan American World Airways, Seaboard World Airlines** and **Trans World Airlines** to serve Air Forces bases at Dover, Del., McGuire, N.J., Chateauroux, France, and Mildenhall, England has been extended two years, until October 1, 1963.

Consolidated Air Freight has received operating authority to act as an international air freight forwarder.

Trans World Airlines has been allowed to drop service at Algiers and Tunis until October 29, 1963.

Eastern Air Lines has been granted authority to serve Lake Charles, La. through the regular use of Lake Charles Municipal (New) Airport.

CAB CALENDAR

DECEMBER

Dec. 5—**Trans-Texas "Use It Or Lose It" Investigation,** hearing, tentative (Docket 12538).

Dec. 5—**Foreign Air Carrier Permit Terms Investigation,** hearing (Docket 12063).

Dec. 5—**American Airlines Service to Akron,** hearing, tentative (Docket 12438).

Dec. 6—**Wyoming-South Dakota-Chicago Air Service Investigation,** oral argument (Docket 11042 et al).

Dec. 19—**Transportes Aereos Nacionales, S.A.—Renew and amend permit,** hearing, tentative (Docket 12964 et al).

JANUARY

Jan. 3—**Northwest Airlines Mail Rate (1954),** hearing, tentative (Docket 6428).

Jan. 9—**New York-Florida Renewal Case,** hearing, tentative (Docket 12285).

Jan. 16—**Boise-Las Vegas Service Case,** hearing, tentative (Docket 12778 et al).

FEBRUARY

Feb. 1—**Mutual Aid Pact,** hearing, tentative (Docket 9977).

Feb. 6—**Paul Mantz Certificate Renewal Case,** hearing, tentative (Docket 12076).

MARCH

Mar. 19—**Reopened Transatlantic Final Mail Rate Case,** hearing, tentative (Docket 1706 et al).

Mar. 26—**Transatlantic Charter Investigation,** hearing, tentative (Docket 11908 et al).

PEOPLE

New freight chief at Swissair is **Oscar Oberon,** who has been boosted to U.S. cargo traffic and sales manager by the Swiss airline. He succeeds **Werner Seiler,** who resigned to accept a position with Rohner Gehrig & Co., a New York freight forwarder.

Oberon has been associated with Intramar Shipping Corp. and Scandinavian Airlines System. From June 1, 1960 until his promotion, Oberon was assistant cargo traffic manager for Swissair.

OBERON

WILWERDING

A veteran Seaboard World Airlines executive, **Jerold W. Wilwerding,** has been named that carrier's western regional manager. He will be responsible for the development of SWA's commercial and military sales and relations in the western U.S.

Wilwerding has been with Seaboard for the past nine years. His posts have included assistant to the vice president, east central regional sales manager, and most recently, manager eastbound sales in New York.

Herbert M. Lapidus of the Bureau of Supplies and Accounts, U.S. Navy, has been elected to serve as president of the National Institute of Packaging, Handling, and Logistic Engineers during the 1961-62 year.

Several key appointments have been announced by General Air Freight. **Wendell E. Robb** has been boosted to western regional vice president, with headquarters in Los Angeles. He will direct the company's operations in eleven western states, plus Alaska and Hawaii.

As vice president central region, **Sidney Weintraub** will handle 20 central states. In New York, home base for the air freight forwarder, John A. Vaill, eastern regional vice president, will be responsible for 17 eastern states. Backing up Vaill will be **Lawrence Fischer,** new sales manager in New York.

New members of General's sales staff include **Harry T. Cole,** eastern region and **Frank E. Hasenauer,** western region.

An airline veteran, **Max A. King,** has been chosen to fill the post of director of traffic and sales for Trans-Texas Airways. King was most recently vice president of sales for Pacific Air Lines.

Trans Texas' new district sales manager in Houston is **Larry Boone.** He will be responsible for sales activities

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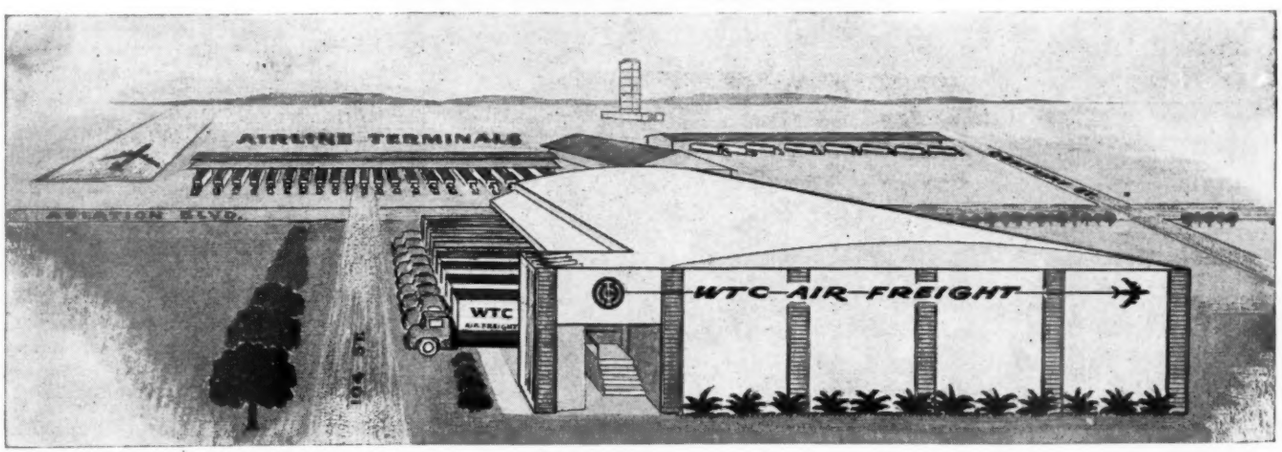

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in Houston, Galveston, Lufkin and Victoria.

David A. Walsh has been named Dallas district sales manager for Irish International Airlines. He will work to develop traffic originating in Texas, New Mexico, Oklahoma, Arkansas, Alabama, Mississippi, Louisiana, and Florida.

Jack C. Adams has been tapped to fill the post of manager for the Airgo International Corp. Airgo, a subsidiary of Airborne Freight Corp., specializes in import and export air freight in international commerce.

Cargo activities of the western division of National Airlines will be directed by **Robert W. Davis** as cargo sales manager. Davis' appointment stems from the recent inauguration of NAL's daily cargo flights between the West Coast and points in Texas, Louisiana and Florida. Based in Los Angeles, Davis will be in charge of cargo activities in 11 Western states.

New cargo sales representative for KLM Royal Dutch Airlines in the New York metropolitan district is **Harry Kramer.** In his previous slot, Kramer was employed as a cargo sales representative with Lufthansa German Airlines.

DAVIS

KRAMER

Leaving KLM's New York office is **John J. Lenehan,** former cargo sales representative in New York City. He moves to the Hartford district office as a sales representative for freight and passenger commercial accounts.

Gilbert C. Philiba has been named cargo manager for Pakistan International Airlines.

Eastern Air Lines has a new air freight manager at New York International Airport. He is Carl Risser. In his previous post, Risser was air freight manager for American Airlines at Dallas.

Jack M. Slichter has joined the Air Transport Association of America as acting vice president-traffic. He will, among other things, consider better methods of cargo handling and mail and express service.

Riddle Airlines has named **Morten S. Beyer** a vice president. Working out of the airline's Washington, D.C. offices, Beyer will assume responsibility for equipment and economic planning as well as certain relationships with the Civil Aeronautics Board and the Federal Aviation Agency.

In other areas, Riddle has moved to strengthen its international sales program. **Wolfgang H. Kluge** was made European sales manager with offices in Frankfurt, and **Alfonso G. Lopez** was appointed regional sales manager for Ecuador. Lopez will be headquartered in Quayaquil.

Meanwhile, Riddle's U.S. sales staff was strengthened by the appointment of **Edward Ackleson** as district sales manager in Indianapolis, and **Ron Pivarnik** as senior sales representative in Philadelphia.

William L. Morrisette, Jr., has been elected president of the Air Traffic Conference of America, a division of the Air Transport Association. Morrisette is vice president of sales and advertising for Eastern Air Lines.

Vice president of the Conference will be **C. Gordon Brown,** who is vice president traffic and sales for Piedmont Airlines.

Wouter van der Klip, a former freight clerk, has been named junior traffic coordinator for freight cargo at New York International Airport by KLM Royal Dutch Airlines.

The growing emphasis on the development of cargo revenue at Pan American Airways has resulted in the return of **Milton "Bud" Eisenhower, Jr.,** to division headquarters in New York. Pan Am has chosen him to supervise a new function devoted to cargo sales engineering. Eisenhower, for the past three years was PAA's sales manager, Bermuda.

Joan Coward has been named acting special assistant in the Chairman's office of the Civil Aeronautics Board. She will fill in for **Michael J. Cafferty** while he is on leave of absence for military duty.

George Leonard Hopper has been chosen to take charge of Air Express International Corp.'s new Melbourne, Australia district. Hooper was previously cargo supervisor for Qantas Empire Airways.

Braniff International Airways has announced the appointment of **Don Fraser** as district sales manager in Colón, Panama.

Carrier Round-Up

Membership of the International Air Transport Association now stands at 93. Airlines admitted to IATA as active members during 1961 included: **CUNARD EAGLE AIRWAYS (Bermuda); VIASA (Venezuela); AIR MALI, AIR GUINEE, TRANS ATLANTICA ARGENTINA; and TUNIS AIR.**

A total of 172,555 pounds of cargo was carried on **JAPAN AIR LINES** cargo flights from the West Coast to Tokyo during September, for a 229.2% cargo gain over the same month in 1960. JAL officials attributed the gain to "continued strong emphasis on personalized cargo handling with swift, reliable service to shippers."

Meanwhile, JAL has unveiled a new sales office in Mexico City. Office is located at Reforma No. 105.

RIDDLE AIRLINES, during the quarter ended September 30, 1961, scored a net profit of $1,041,433. Net revenues for the quarterly period were $8,347,815.

AIR FRANCE now serves Santiago, Chile. City is served twice a week by Boeing 707 jets originating in Paris.

In the U.S., Air France has realigned and broadened its organizational structure in the south. Caribbean region has been merged into the carrier's southern region. Headquarters for the expanded territory has been shifted from Washington to Atlanta.

TRANSPORTS AERIENS INTERCONTINENTAUX, a French independent, has begun DC-8 jet service from Los Angeles and Honolulu to Tahiti.

The first of three Boeing 720B jets, purchased by **PAKISTAN INTERNATIONAL AIRLINES,** will be delivered to the airline this month.

RANSA AIRLINES, in September, chalked up a company record by flying a million ton miles of cargo. Among the items carried were: electrical appliances, fish, foodstuffs, fresh meat, machinery, and wearing apparel.

LAKE CENTRAL AIRLINES is now serving Martinsburg, W. Va.

New address for **EL AL ISRAEL AIRLINES'** administrative and executive offices in New York City is 850 Third Avenue.

UNITED AIR LINES has begun daily through-plane DC-8 jet service from Detroit and Philadelphia to Honolulu.

In September, UAL flew 9,326,000 freight ton miles, up 27% over the same month in 1960. Air mail was up 24% to 4,246,000 ton miles; express rose 19% to 1,442,000.

PAN AMERICAN WORLD AIRWAYS recently shattered company records by carrying 19,215 pounds of cargo aboard a regular passenger jet flight. The cargo was carried on a Boeing 707 jet with almost a full load of passengers. A large part of the record consignment consisted of frozen Panama shrimp, which PAA reports is now being shipped in large quantities from the Pacific to the U.S.

The official airline abbreviation for **AERLINTE EIREANN,** Irish International Airlines, has been changed from AET to IIA.

AIR CEYLON and **BRITISH OVERSEAS AIRWAYS CORP.** have signed a pooling agreement. Effective April 1962, Air Ceylon will begin once-weekly Comet jet service between London/Colombo and Colombo/Singapore with aircraft chartered from BOAC.

Winter schedule of **SABENA BELGIAN WORLD AIRLINES** has added two new stops to the carrier's cargo network, Manchester and Montreal. Addition of the two points brings to 13 the number of cities served by Sabena cargo flights.

AMERICAN AIRLINES, in September, recorded 11,653,000 ton miles of air freight, a 9% gain over the same month in 1960.

Thoroughbred race horses, 18 of them, were recently flown into Ecuador by **PAN AMERICAN-GRACE AIRWAYS.**

Toothpaste tubes, 10 million of them, have been shipped on Pan American-Grace Airways' cargo flights from Lima to other Central and South American countries. The tubes are manufactured in Lima and shipped empty to the other countries where they are filled with popular brands of toothpaste.

Cargo drive by **ALLEGHENY AIRLINES** continues. During September, the local airline flew nearly 2 million pounds of cargo for a 30% gain over the same month in 1960.

The night airmail service being operated by **LUFTHANSA** for the German Federal Post Office has turned out very well. During the first few weeks, the amount of mail carried from German airports to the central clearing point at Frankfurt on the carrier's

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freighters amounted to 20 tons per day. Reports Lufthansa: "Payload capacity of the five operated aircraft is thus fully utilized, so that the expected increase in night air mail will be handled without difficulties."

VARIG AIRLINES, last month, inaugurated Boeing 707 jet service over a route between Los Angeles and Rio de Janeiro via Mexico City, Bogota, and Lima.

A total of 1,280,874 freight ton miles were recorded by **NATIONAL AIRLINES** in September. The total represents an 86% rise over the 688,345 ton miles flown in September, 1960. Most of the rise was attributed to NAL's new cargo service between Florida and California.

BAHAMAS AIRWAYS is representing **BRITISH OVERSEAS AIRWAYS CORPORATION** in the Bahamas. The move is designed to give greater efficiency in service to both BOAC and **BAHAMAS AIRWAYS,** which is a BOAC associate.

A long range plan calls for the eventual full integration of Bahamas Airways with BOAC reservations and sales operations throughout the U.S. and the world.

HAWAIIAN AIRLINES carried 6,436,000 pounds of air cargo in the third quarter of 1961. Carrier says this represents 96.5% of total inter-island air cargo traffic.

GENERAL AIR FREIGHT, a domestic air freight forwarder, and **ACME AIR CARGO,** an air forwarder with international authorization, have concluded an interline agreement. Under the new arrangement, customers may use the combined services of the two forwarders by calling either one.

Another air freight receiving station has been opened by **MERCURY AIR FREIGHT** in downtown New York. The station is located at 243 East 38th St. and is open from 8:30 a.m. to 5:30 p.m.

Over 37,000 pounds of Florida tropical plants were recently flown from Miami to Curacao by **RANSA AIRLINES.** The plants were used in a massive landscaping program on the Netherlands West Indies island.

An agreement under which **RIDDLE AIRLINES** will lease aircraft to **AEROVIAS SUD AMERICANA** has been cleared by the Civil Aeronautics Board. Terms of the pact call for Aerovias to furnish flight crews, gas and oil. In return, ASA will pay Riddle a fixed rate per hour of flight.

CAB's approval was subject to a condition that Riddle and ASA shall not operate single-plane service between points on Riddle's routes and ASA's systems

TRANS CARIBBEAN AIRWAYS has received a renewed temporary exemption to serve Aruba, Netherlands Antilles. CAB noted that Trans Caribbean, in the period February 17, 1960 through May 13, 1961, had carried 45,850 pounds of cargo on 148 round-trip flights between New York and Aruba.

New names have been approved for two supplemental airlines. **Paul Mantz Air Services** will now be identified as **Paramount Airlines. Quaker City Airways** has been cleared to perform air service under the name **Admiral Airways.**

Frontier Airlines has been authorized to operate nonstop between: (1) Jackson, Wyo. and Billings, Mont.; (2) Billings and Salt Lake City; and (3) Salt Lake City and Jackson for the period October 1-May 31 of each year.

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New Products and Processes

Hi-Lift Cargo Van Positions To The Aircraft

A hi-lift cargo can that can accommodate a working load of 8 tons has been introduced by A. Cresci & Son, Inc. a Vineland, N. J. firm.

Fully equipped with dual controls for cab or van operation, the unit can be raised to a height of 5 feet 9 inches or adjusted to any lower aircraft floor level. Once the underside of the lift van clears the cab, it can be moved forward up to six feet. A curved opening is designed to "mate" with a variety of fuselage outlines.

A safety feature on the truck, in the form of an electric switch, automatically cuts the truck ignition when the body reaches maximum height.

Space is provided between the cab and body of the cargo unit for installation of an optional winch. Rollers, also optional, can be installed on the forward end of the body permitting the winch to be used when the body is in an extended position.

The body has an overall length of 16 ft. 6 in. Inside length is 15 ft. 3.5 in., width 90.5 in. and height of 72.5 in. One big attraction in the 8-ton Cresci unit is the ideal positioning of the operator as the unit is approaching the aircraft.

Aluminum Fittings Save On Labor Costs

Slip on fittings of malleable aluminum tin alloy are now available for your own do it yourself program. Manufactured by the J. B. Sebrell Company of Los Angles, the fittings can be used to construct things such as conveyor frames, jig fixtures, scaffoldings, and rolling towers.

The manufacturer claims that because there is no pipe threading, welding or cutting required, saving of up to 90% in labor costs can be realized through the new fittings. The fittings are shatterproof and are guaranteed for ten years against breakage or corrosion.

A 36 page catalog and price list is available.

Hand Tilt Truck Combats Employee Fatigue

A new spring assist tilt hand truck is designed to take the strain out of unloading vulcanized fibre receptables. The National Vulcanized Fibre Co., designer of the tilt truck, says that it permits at least a 50% labor reduction since only one worker is required to perform the unloading operation.

The "L" shaped truck is of double frame construction. Receptacles resting on a sturdy movable inner frame swing outward to a horizontal position for unloading.

The operator simply guides the receptacle into the unload position, removes the contents of the container and restores it to a vertical position. A spring attached to the horizontal pipe on top of the truck assists the worker in tilting the receptacle. Simultaneously, a powerful hydraulic plunger mechanism provides support for the inner frame as it is being unloaded.

Mobility is provided by four 4 in. steel plain-bearing casters.

The manufacturer claims that the position device on the tilt truck has practically eliminated accidents, straining and employee fatigue.

Fuel Consumption Gauge Checks Claims and Tune-ups

An electric counter by Durant Manufacturing Co. of Milwaukee is being used to record gasoline consumption

For further information on items mentioned in *New Products and Processes* or *Technical Literature* write: Readers' Service Dept., AIR CARGO, 1001 Vermont Ave., NW, Washington 5, D.C.

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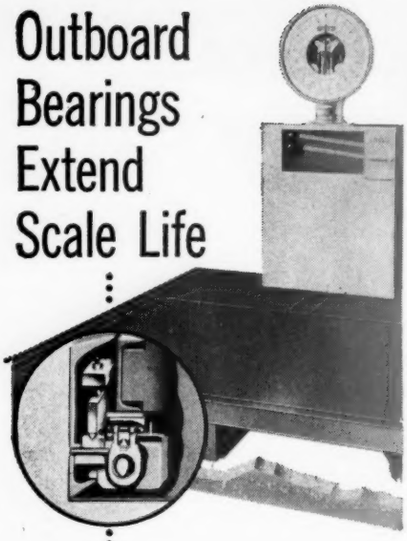

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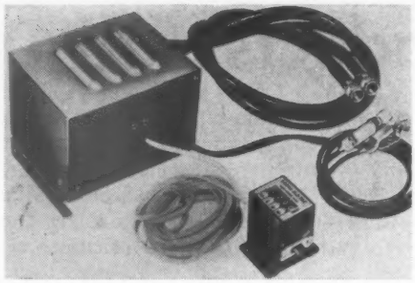

with a new gas-per-mile gauge introduced by the Kent-Moore Organization. The new gauge, called the Flo-Tac, was designed to meet the needs of the increasing interest in automotive economy. It is easy to read, easy to install, and provides laboratory accuracy, according to the manufacturers.

The Durant electric counter provides remote readings inside the cab, completely eliminating the danger of bringing gasoline lines into the driver's compartment. The Flo-Tac box, all fuel lines, and battery connections are under the hood.

The system records consumption during acceleration tests up to the 1/1000th of a gallon, and in highway tests up to 8 gallons an hour.

A switch built into the counter frame gives control of all testing at the reading location. This switch simplifies the use of the gauge in acceleration tests, idle tests, and miles-per-gallon tests. The counter tabulates every 1/1000th of a gallon for comparison of automobile manufacturers claims, or proving the economies from tune-ups, carburetor adjustments, transmission adjustments, or parts replacements.

TECHNICAL LITERATURE

Employee Discipline Problem Tackled In Newsletter

A newsletter is now available which deals in roundup form with day-to-day employee discipline problems and how they were solved by management. Presented in case history style, the publication is entitled "Employee Relations in Action," and deals with "live" grievances that went to arbitration.

For further information on items mentioned in *New Products and Processes* or *Technical Literature* write: Readers' Service Dept., AIR CARGO, 1001 Vermont Ave., NW, Washington 5, D.C.

Leasing Equipment Advantages Discussed

The Pros and Cons of Leasing has been revised and reissued as a 24-page study by the Foundation for Management Research. This study on equipment leasing has a new section on renewals and options-to-buy at the end of the lease period. Also examined are the latest Internal Revenue Service rulings with regard to write-offs or payments on leased equipment.

Included in the study are tables and charts comparing costs of leasing, outright cash purchase, purchase by conditional sales contract, and purchase through bank financing. Specific situations where it is advantageous and disadvantageous to lease equipment are also analyzed.

Single copies of the fifth edition of the study are available free to business executives.

Colored Transparent Tapes Are Easy To Apply

Self sticking tapes in transparent colors are featured in a brochure issued by ACS Tapes, Inc.

Actual samples of the glossy and matte surface tapes are found on the covers of the brochure. The tape samples, in a range of 20 colors, are placed over printed copy to graphically demonstrate their transparent qualities and how they blend into backgrounds.

In addition to suggested usage and descriptive information on the tapes, the brochure carries a list of colors, sizes, prices and complete information on ordering.

ON THE DOCKET

DECEMBER

Air Transport Association, Board Meeting, Washington, D.C., December 13.

Air Transport Association, Membership Meeting, Washington, D.C., December 14.

Annual Exposition of Science and Industry, Denver, Colo., December 26-31.

JANUARY

Transportation Association of America, Annual Member and Board Meeting, New York, N.Y., January 16.

Transportation Association of America, Transportation Institute, New York, N.Y., January 17.

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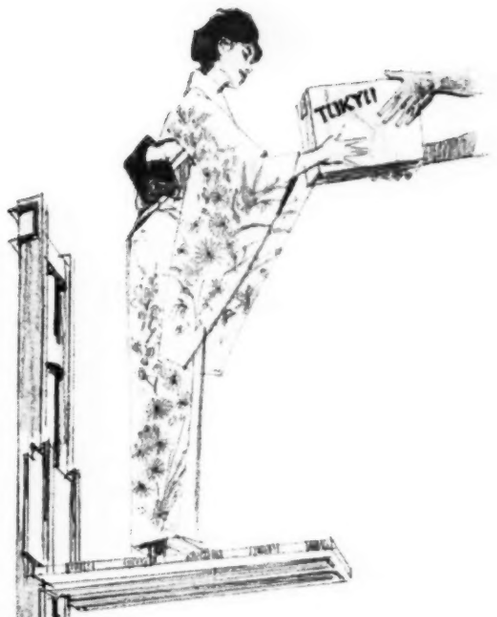

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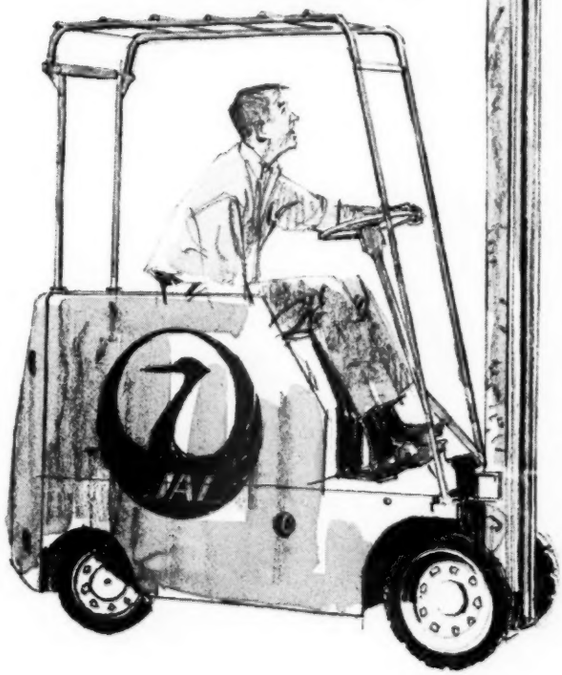

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